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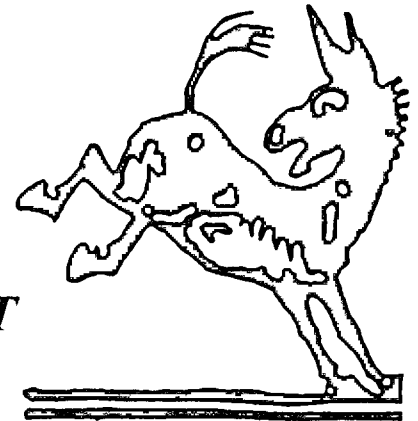
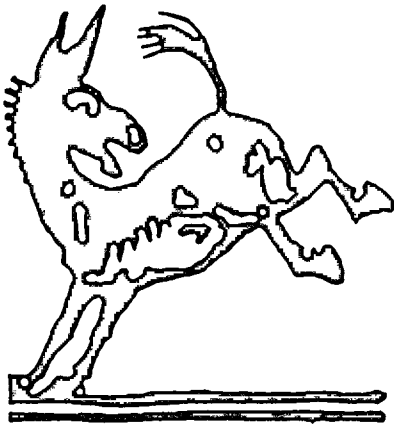
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**BILLY HOLCOMB CHAPTER**  
of  
**THE ANCIENT AND HONORABLE ORDER**  
of  
**E CLAMPUS VITUS**



**PRESENTS ITS**  
***GALA SPRING CLAMPOUT***

***MAY 2, 3, 4, 1997***  
***(The Year of Our Order, 6002)***

**BEING THE GLORIOUS RE-ERECTION**  
**OF OUR HISTORICAL PLAQUE AT**

**SHAVER'S WELL**

**In which the aforementioned plaque, formerly lost to vandals and the elements,  
will be returned to its rightful location in Billy Holcomb Country.**

**This event will be held in honor, and under the spiritual guidance, of**

**OUR PATRON**  
***ST. VITUS***

**Text by Mike Johnson; NGH, Clamphistorian, Head Abbot Emeritus**

*Ructumus Secundum Retromandibularis Humerus*



THE ANCIENT AND HONORABLE ORDER OF  
**E CLAMPUS VITUS**  
BILLY HOLCOMB CHAPTER

## SHAVER'S WELL

Although not exactly a household word, the name John Shaver is nevertheless an important one in the history of Riverside County. With the exception of the 1919-1923 term, Shaver served as Riverside County Supervisor from 1895 to 1935, part of that time as Chairman. He was greatly interested in building roads, digging wells, and otherwise improving the lot of travelers in the vast desert expanses of Riverside County. One of his most important accomplishments, the sinking of the desert well that bears his name, is the subject of Billy Holcomb Chapter's Spring Clampout in this, the year of our order 6002.

John Shaver was born on July 25, 1854, near Ottawa, Ontario, Canada. The son of a farmer, he received his early education in local schools before coming to California in 1876. He became a naturalized citizen on March 5, 1885. At one time or another he lived in Sacramento, San Francisco, Los Angeles, Death Valley, San Bernardino, and Ensenada, Mexico, although he is best known as a citizen of San Jacinto. Among his many talents were carpentry, mining, sawmill operator, rancher, and breeder of fine horses. For several years he ran a lumber planing mill in San Jacinto. He later leased this business and purchased and operated a hardware store. Additionally, he served as vice-president of the San Jacinto Bank. Although there is no mention of him being a Clamper, it is known that he was a

member of the Woodmen of the World.

When Riverside County was formed in 1893, Shaver wasted no time in becoming involved in county politics, and began serving as Supervisor on January 5, 1895. The minutes of the July 8, 1896 meeting of the Board states that "Chairman Shaver was authorized to have a well sunk on the road between Indio and Palm Springs" for the benefit of desert travelers. (This predated Shaver's Well). This was the first well ever dug by the county, and at a cost of \$193.50 was considered money well spent. It was completed in July, 1897. His success in finding a good well in the desert was applauded, although it was noted shortly thereafter that the well was uncovered and polluted by the bodies of birds and animals that had fallen in. Chairman Shaver is on record as stating that the well had been covered when it was dug, and that he "thought the residents of the desert region should be interested enough in establishing the well to keep it in good condition". Despite this lack of cooperation from desert denizens, the following month Shaver was given the authority to have more desert wells dug for the use of travelers and prospectors. Characteristically, he went straight to work. The September 25, 1897 issue of the *Riverside Press and Horticulturist* carried an interview with Supervisor W. J. McIntyre which stated "Starting from Walters (modern day Mecca) we crossed the Salton desert, entered the canyon (Box Canyon) and camped for the night at Shaver's well, named after the Chairman of the Board of Supervisors, who saw the necessity of at least digging a well at that point, about 13 miles from Walters. Water was reached here at a depth of about 20 feet, and has been a great blessing to man and beast."

The well was dug by Henry Hartman, who also sank Midway Well near Glamis and Wiley's Well on the Dos Palmas (Bradshaw) road. A 1909 report by desert hydrologist Walter Mendenhall, describing additional improvements made in

the years since the digging of the well, found it to be "about 30 feet deep, well timbered and protected", with "a rope, bucket, and pulley, so that it is easy to get the water, which is of superior quality." It was often referred to as an important watering place on the Mecca-Blythe and Mecca-Dale roads. The bucket and pulley were later replaced by a pump. A desert traveler in 1919 wrote enthusiastically, "I seized the pumhandle and worked it up and down affectionately. I think I never shook hands with such hearty feelings for any one as I felt for Shafer (sic)."

John Shaver died on December 19, 1935. He had served over 36 years as County Supervisor. His legacy still lives on in the desert places that bear his name. Originally, the canyon in which Shaver's Well is located was also named for him, and the top of the canyon was called Shaver's Summit. On today's maps, only Shaver's Well and Shaver Valley are shown. The canyon is now known as Box Canyon.

The waterhole saw much traffic during the 1890s, being on the main road from Mecca to the booming mining town(s) of Dale. It was still in use in the 1930s, when the alignment of U. S. Highway 60 passed nearby. The well fell into disuse in later years, and being considered an attractive nuisance, was filled in by the county.

In 1933, Joseph Chiriaco established a gas station and store at Shaver's Summit. In 1942, as Patton's Desert Training Center came into existence, Shaver's Summit Airport was built adjacent to Chiriaco's business, and in 1959 a post office called Chiriaco Summit was opened. To avoid confusion between Chiriaco Summit and Shaver's Summit, it was proposed in 1977 to change the name. Thus, Shaver's Summit and Shaver's Summit Airport are now known as Chiriaco Summit and Chiriaco Summit Airport, respectively.

The plaque being erected today was originally placed by Billy Holcomb

Chapter during its fall Clampout in October, 1977. It was attached to a low monument consisting of two metal poles, concrete, and native rock. The remains of this erection can still be seen under the branches of the large tamarisk tree on the site. Shortly afterward, the plaque was found to be missing. The story of its loss and recovery, culminating in its re-erection after almost 20 years, is a strange tale indeed. By way of explanation, I have included excerpts from an article in the August 7, 1981 issue of the *Riverside Enterprise* which will hopefully shed some light on the subject. The article was written by Darrell Santschi, Press-Enterprise Staff Writer, and is datelined Hemet, California.

### **Nobody Knew It Was Gone, But They're Happy It's Back**

Shaver's Well has to be one of the most obscure historical landmarks in Riverside County. How obscure is it?

It's so obscure that the historical marker placed there in 1977 was missing for nine months before the folks who put it there realized it was gone. Even then, its disappearance was not discovered until last week when the Hemet family that found the bronze marker contacted the people who lost it.

The Shaver's Well plaque was posted four years ago by members of the Billy Holcomb Chapter (Riverside and San Bernardino Counties) of E Clampus Vitas (sic), a semi-serious historical society.

E Clampus Vitas, a mimic of Latin that has no real meaning, was formed by miners during the Gold Rush days to aid "widers (sic) and orphans" of California and Nevada miners, who could not join such formal fraternities as Masons and Elks.

They still help "widers and orphans" a little bit, but they spend most of their time dressing in black cowboy hats and colorful shirts sprinkled with patches and badges. Twice a year they pick out a colorful spot of sometimes nebulous historical interest and hold a "Clampout" plaque-raising ceremony. The ceremony is one part plaque and nine parts party.

"We seldom get out to these places (where the plaques are posted) anymore," says Claud "Pappy" Calvert, 66, of Edgemont, the chapter's XNGH (ex-noble grand humbug). "A lot of people say we're a hell-raising outfit, but we help widows and orphans of members and we honor a lot of history of the area."

Pam and Danny Boggess, who live near the Cranston Ranger Station east of Valle Vista, frequently camp in the Shaver's Well area. Before the ECV plaque went up in 1976 (sic), they

remembered seeing a wooden historical marker that preceded it, which was a frequent target of vandals. They were pleased when the ECV plaque appeared in bronze set into a concrete and rock base.

"When you pulled off the road to camp behind a tree where the well is, you could see the plaque," Pam Boggess said. Then, one weekend last November, they noticed the plaque was missing when they pulled off the road.

Later in their stay, one of the Boggesses tripped over the bronze plaque, which had apparently been discarded by vandals. "If we left it there, it would either be covered up or somebody would steal it," reasoned Pam. "Since we liked the well so much, we took the sign with us."

The Boggesses didn't have any idea what ECV or Billy Holcomb Chapter stood for, so they inquired at the ranger station near their home. The rangers didn't know either, but promised to inquire. Months passed.

The Boggesses placed the plaque in a niche they carved in an embankment in their backyard and the plaque became quite a conversation piece with guests at their home. "Everybody wanted to know where our well was and who 'John Shaver' was," Pam recalls. "We had some people who said, 'Where did you steal the sign?'" Danny remembers.

Then, one day last month, a friend saw a story in the *Press-Enterprise* about E Clampus Vitas and made the connection. A call to the newspaper and a couple of days later, the Boggesses got a call from Calvert and John Sugar, 75, of Ontario, another member of the group.

In a simple ceremony at the Boggess home earlier this week, the Shaver's Well Plaque was belatedly returned to its rightful owners. "We thank the Boggess family for saving the plaque and trying to return it," Sugar said. "Especially since we didn't know it was missing." Sugar and Calvert said the subject of restoring the plaque to Shaver's Well will be taken up at the chapter's next meeting.

The happy ending ends there--except for one minor detail. The Boggesses' houseguests are still poking around the backyard looking for Shaver's Well.

**What Sayeth the Brethren...?**

# **SHAVER'S WELL**

**DEDICATED TO THE MAN  
BEHIND THE WELL**

**JOHN SHAVER  
1854-1935**

**E. C. V.  
BILLY HOLCOMB CHAPTER**



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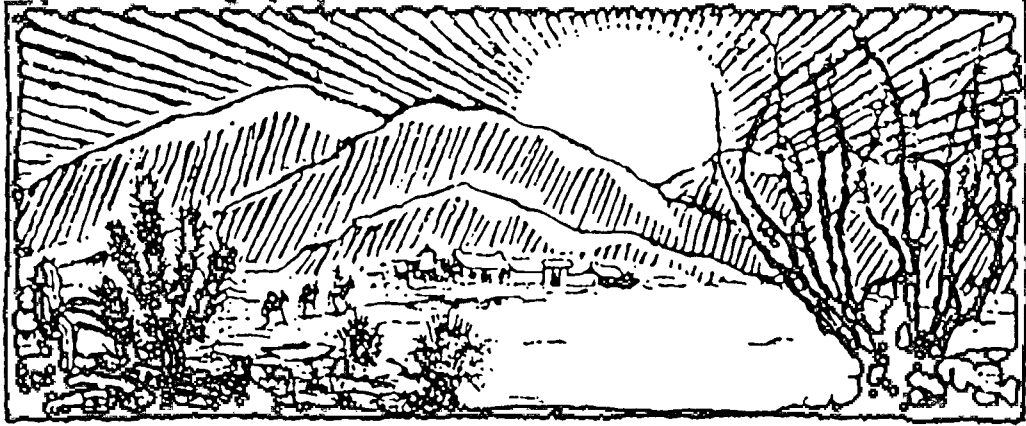
Gabbert, John Raymond, History of Riverside City and County. Record Publishing Company, Riverside and Phoenix, 1935.

Gunther, Jane Davies, Riverside County, California Place Names: Their Origins and Their Stories. Rubidoux Printing Company, Riverside, 1984.

The Riverside *Enterprise* article of August 7, 1981 is credited in the text.

Document from Riverside County Department of Parks and Recreation designating Shaver's Well a Point of Historical Interest, dated November 3, 1969.

Thanks to the people at the BLM's Palm Springs office, who were most cooperative in helping arrange this event on short notice, and to Mike "Smutty" Smith for locating the newspaper article and the Riverside County document.



# SHAVERS WELL MEAL TICKET

SHAVERS WELL

GOOD FOR ABOVE CLAMPOUT ONLY  
VOID IF ALREADY PUNCHED

1

2

3

4

THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS  
**BILLY HOLCOMB CHAPTER 1069**  
PRESENTS THE  
**SPRING CLAMPOUT**  
**SHAVER'S WELL II**

**MAY 2, 3, & 4, 6002**

**H**umbug Mike "Molar Mechanic" Johnson has ordered that the hewgag be sounded to announce that the Spring Clampout of Billy Holcomb Chapter 1069 will be held at Shaver's Well on May 2, 3, and 4, 6002. Come and behold the glorious re-erection of the Shaver's Well plaque. Originally placed by Billy Holcomb Chapter in 1977, it was lost to vandals and the elements. Subsequently found, it has been refurbished and will be rededicated in the name of our patron, St. Vitus, on Sunday May 4th, 6002. It marks the spot of a well dug for the benefit of desert travelers at the urging of long-time Riverside County Supervisor John Shaver in 1887. Hangman Gary Bancroft will conduct P.B.C.s through the rites of initiation under the guidance of Grand Council Rules in a candlelight ceremony on Saturday night. Clampchef Howard "Mohel" Robinson and his all red-shirt cook crew will provide five meals guaranteed to be "A CUT ABOVE". As the Clampsite abuts a B.L.M. Wilderness Area, it is of the utmost importance that we respect this boundary. Although ground fires are okay, washtub fires are encouraged. GOOD CLAMPER RULES APPLY! The cost of this trip is \$45.00 for redshirts and \$55.00 for P.B.C.s if your money is postmarked by April 16, 1997. Add \$10.00 if you are late. Special event t-shirts can be ordered in advance for \$15.00 (XXL add \$1.00, XXXL add \$2.00) and can be picked up at the clampout. All P.B.C.s must report to the Hangman by 6:27 am on Saturday! Make out your check for Clamp fees and t-shirt money to: BILLY HOLCOMB ECV and mail it to: Grim Reaper Jim Bob Thompson, 6676 Cumberland Court, Riverside CA 92506.

**NO WIDDERS - NO PETS - NO GUNS**  
**OR KNIVES OR FIREWORKS**

**THE HUMBUG SAYS "LET A BROTHER OF SOBRIETY HOLD THE REINS"**

**➤ MONITOR CB CHANNEL 13 ➤**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

CHAPTER \_\_\_\_\_

PBC NAME \_\_\_\_\_

\_\_\_\_\_ \$45.00 I'm coming, here's my gold! (New reduced price)

\_\_\_\_\_ \$55.00 I'm bringing a P.B.C. (include application)

\_\_\_\_\_ \$55.00 My payment is late (postmarked after April 16)

\_\_\_\_\_ \$5.00 My jackass can't grow whiskers... keep me on the list.

**I WANT A SPECIAL EVENT T-SHIRT**

**👉 NO LATE ORDERS 👈**

\_\_\_\_\_ \$15.00 ☐ Medium ☐ Large ☐ X-Large

\_\_\_\_\_ \$16.00 ☐ XX-Large ☐ XXX-Large

\_\_\_\_\_ Total Payment

**PLEASE SEND A SIGNED RELEASE  
WITH YOUR SIGN-UP**

**Make your check payable to: Billy Holcomb ECV**  
Send it to: Jim Bob Thompson, 6676 Cumberland Court,  
Riverside CA 92506.

# SCHEDULE OF EVENTS

## FRIDAY

- 4:07 pm Check-in (unofficial) at the Official Place
- 5:58 pm Chili Bean Feed at the Cook Trailer
- 7:27 pm Greybeard's Dinner at the Cook Trailer

## SATURDAY

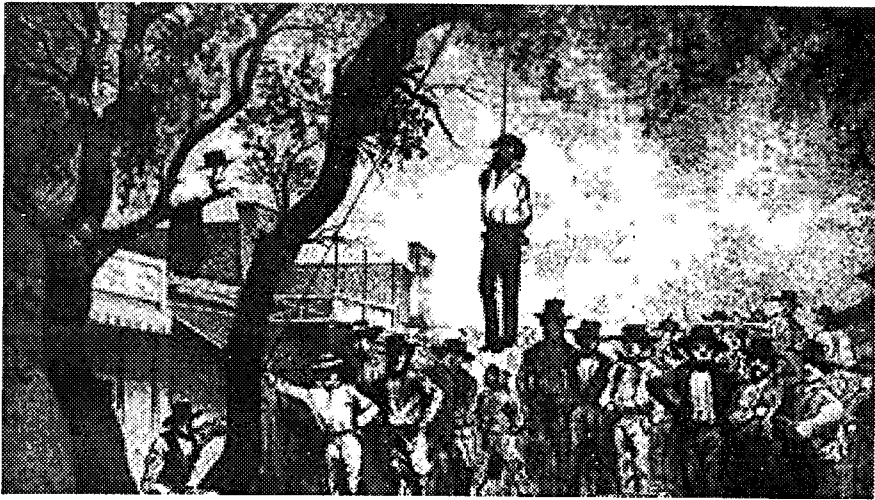
- 6:27 am All PBCs Met at the Hangman's Camp
- 7:00 am Breakfast is Served
- 7:20 am PBCs Meet at the Cook Trailer for Clean-Up
- 8:03 am All Sponsors meet at Hangman's Camp
- 8:10 am Check-in is Open and it's Official
- 8:59 am Presentation of the PBCs to the Greybeards for Enlightenment and Inspection
- 9:30 am Sign-up for the Clamper Olympics
- 10:03 am PBCs Leave for Monument Erection
- 10:38 am Clamper Olympics Begin
- 12:10 pm Lunch at the Cook Shack
- 3:12 pm PBC Entertainment with IQ Test & Singing
- 5:45 pm Dinner is Served
- 7:30 pm PBCs Report to the Hangman for Preparation for the Ordeals and the Queries
- 8:00 pm Candlelight Ceremony at the Hall of Comparative Ovations... also Raffle Prizes and Clamper Olympics Awards

## SUNDAY

- 6:27 am PBCs Report to Hangman's Camp
- 7:30 am Breakfast is Served
- 7:58 am Camp Clean-up by Everybody
- 10:00 am Plaque Dedication at Monument Site

# WHAT TO BRING

- Camping
- Eating Gear
- Your Favorite Beverages
- Water — Dry Camp
- Lots of Artificial Shade
- Cool Clothes for Desert Days
- Warm Clothes for Desert Nights



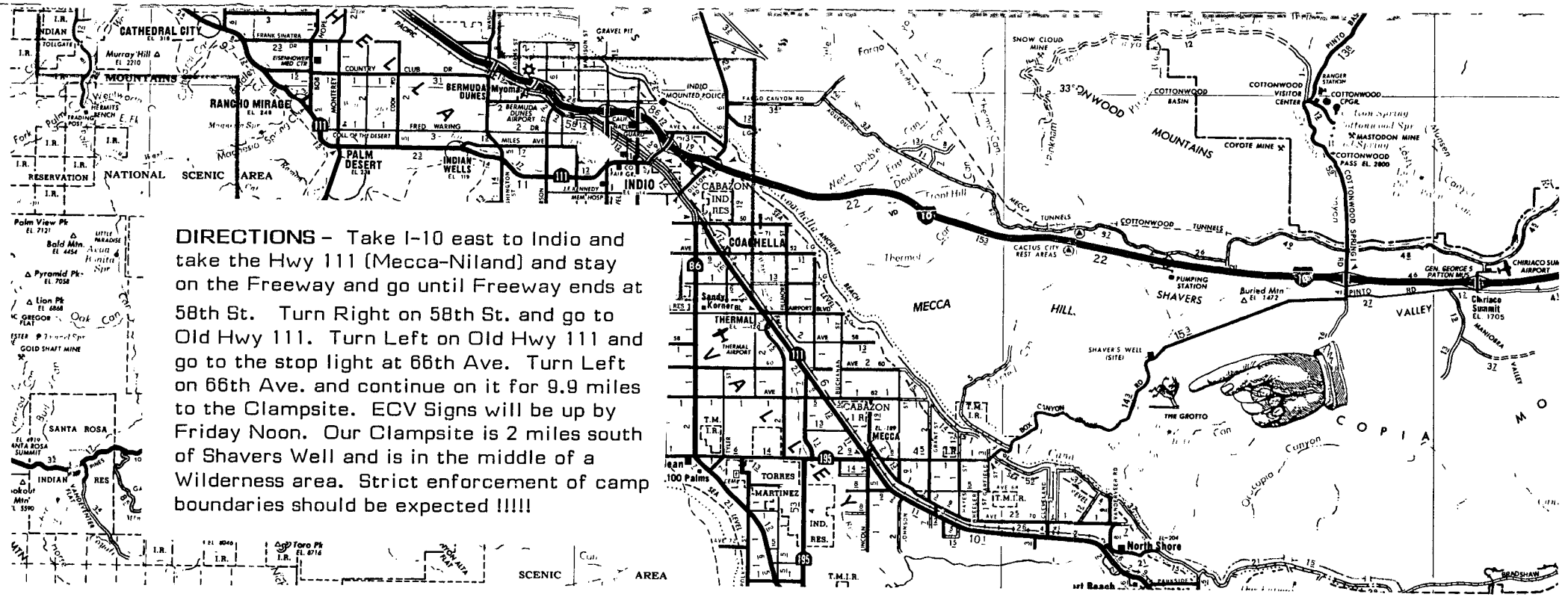
## HANGMAN GARY BANCROFT

Says bring a PBC and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober, and not wearing women's clothing!

PBCs are under the Authority of THE Hangman at all times.

MONITOR CB CHANNEL 13

# THE HUMBUG SAYS "LET A BROTHER OF SOBRIETY HOLD THE REINS"



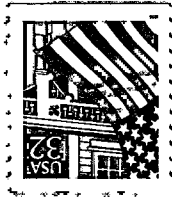
**DIRECTIONS** - Take I-10 east to Indio and take the Hwy 111 (Mecca-Niland) and stay on the Freeway and go until Freeway ends at 58th St. Turn Right on 58th St. and go to Old Hwy 111. Turn Left on Old Hwy 111 and go to the stop light at 66th Ave. Turn Left on 66th Ave. and continue on it for 9.9 miles to the Clampsite. ECV Signs will be up by Friday Noon. Our Clampsite is 2 miles south of Shavers Well and is in the middle of a Wilderness area. Strict enforcement of camp boundaries should be expected !!!!!

2009  
MAY 2, 3, & 4 6002  
SHIVERS WELL II  
SPRING CLAMPOUT

Phil Holdaway Archivist  
3559 N. Wall Ave.  
San Bernardino Ca. 92404

TO CLAMPER:

FIRST CLASS MAIL



M.D. SMITH V.N.G.H.  
KEEPER OF THE LIST  
12845 VIVIENDA AVENUE  
GRAND TERRACE CA 92813-6041

BILLY HOLCOMB CHAPTER 1069 - E CLAMPUS VITUS



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Spend a relaxing afternoon in the beautiful lawn-covered Cage Park that was graciously opened to our Chapter by The Edison Co. . Bring a Lawn-Chair, a Salad or Dessert, and your favorite libations .

PLEASE SEND IN THE R.S.V.P. FORM OR CALL TO LET US KNOW IF YOU ARE PLANNING TO ATTEND . **SEND NO MONEY !!!**

**R.S.V.P. to: M.D. SMITH V.N.G.H. , 12845 VIVIENDA AVE.  
GRAND TERRACE CA. 92313-6041 / 909-783-4153**

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cut here

NAME \_\_\_\_\_

NUMBER OF PERSONS \_\_\_\_\_

**MAIL IN THIS FORM TO HELP US PLAN FOR THIS EVENT !**

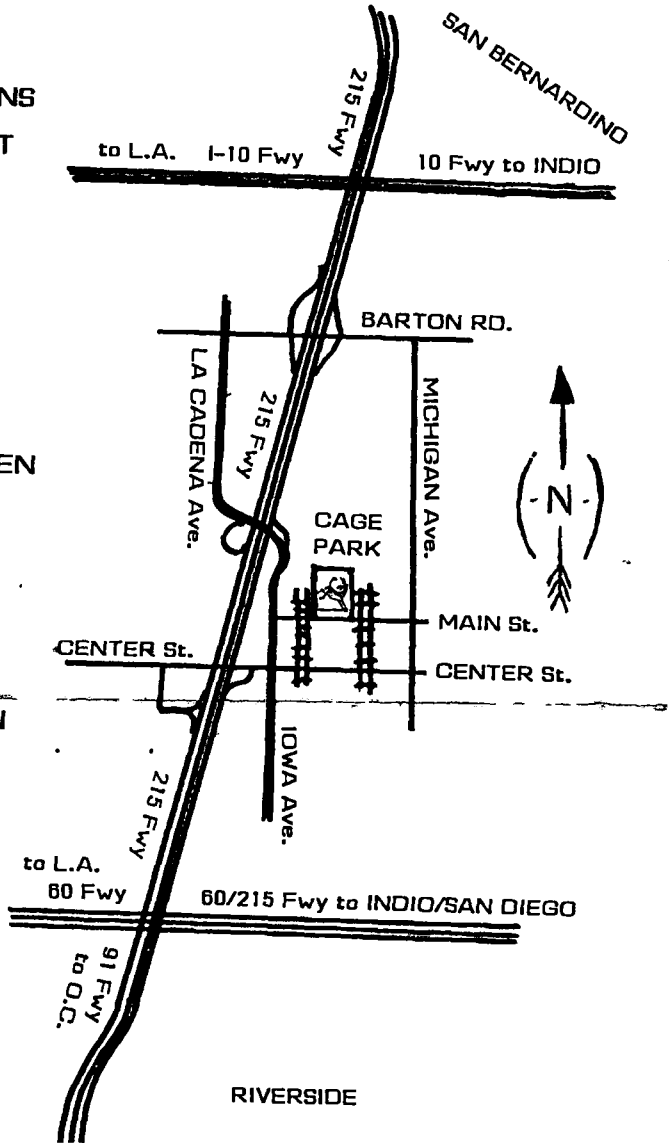
11am to 4pm

WHAT TO BRING

WIDDERS AND ORPHANS  
A SALAD OR DESSERT  
YOUR FAVORITE  
BEVERAGES  
LAWN CHAIRS

DIRECTIONS

TAKE YOUR BEST  
ROUTE TO I-215 BETWEEN  
SAN BERNARDINO  
AND RIVERSIDE  
AND EXIT AT  
CENTER ST. GO  
EAST ON CENTER ST  
TO IOWA AVE. AND  
TURN LEFT ON IOWA  
AVE. AND GO TO MAIN  
ST. TURN RIGHT  
ON MAIN AND CROSS  
THE TRACKS AND  
CAGE PARK IS  
ON THE LEFT SIDE





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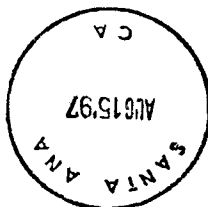
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San Bernardino, CA 92404

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PRESORTED  
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# PARKS AND REC.

Page 11

## BRIEFLY

**KICK BOXING CLUB:** A kick boxing club for people 13 and older is held from 7 to 8 p.m. Mondays, 6 to 7 p.m. Tuesdays and 7 to 8:30 p.m. Fridays at the Defense Arts Center, 8173 Monte Vista Ave.

The program focuses on cardiovascular fitness, flexibility, coordination and defense. The goal of the class is to intensify training in an enjoyable atmosphere.

The fee is \$35 per month.

Information: 625-9460.

**MUSIC LESSONS:** The Martin Music School offers five introductory piano lessons for those 5 and older from 10 a.m. until noon Saturdays. Accordion lessons are also available for children at 6 p.m. each Thursday. Both classes are at the school, 2230 S. Mountain Ave., Ontario.

The cost for piano lessons is \$65, and the fee for accordion lessons, is \$75.

Residents are encouraged to attend.

Information: 391-2098.

**FAMILY CLASSES AVAILABLE:** The Ontario Community Services Center will hold classes from 9:30 to 10:30 a.m. and 11 a.m. to noon beginning today until Nov. 19 for parents and their 2-year-olds at Armstrong Center, 1265 S. Palmetto Ave.

Parents will learn how to guide their children's language and coordination skills through arts, crafts, music and other games.

The instructor is Andree Nigro. Fee is \$28 plus a \$5 supply fee. Information: 395-3655.

**ROLLER SKATING EVENT:** The De Anza Center holds a free weekly roller skating club for children 12 and younger at 4 p.m. Thursdays at the center, 1405 S. Fern St.

Information: 467-2753.

**EXERCISE CLASS OFFERED:** The Ontario Community Services Department will hold an exercise class from 9:30 to 10 a.m. Mondays at the Colony Park Community Center, 1240 W. Fourth St., Ontario.

The class instructor is Mary Everett. The class is free, but donations are accepted.

Information: 467-2752.

**PARKING LOT SALE:** A parking lot sale will be held by Santa Claus of Chaffey District Inc. from 8 a.m. to 4 p.m. Oct. 11 at 1330 E. D St., Ontario.

All proceeds gathered will be used to provide Christmas gifts and supplies to low-income families in the community.

**ART CLASS OFFERED:** The Ontario Community Services Department holds an art class from 9 to 10:30 a.m. Saturdays until Oct. 18 at the Westwind Center, 2425 Rivers Drive.

Participants will explore arts and crafts using a different medium each week like stamping, painting and clay sculpturing.

The instructor is Ramona Almendarez.

The fee is \$26.

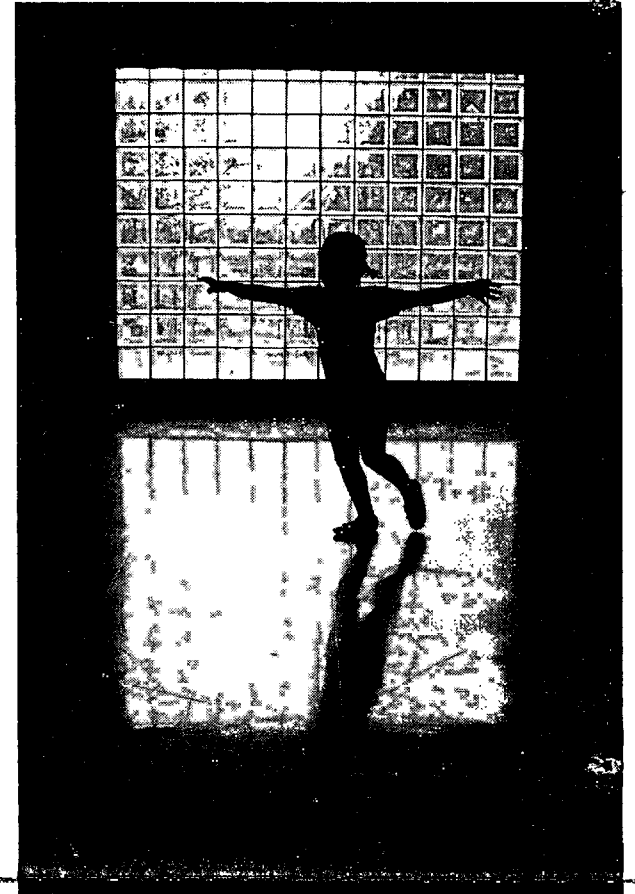
Information: 467-2724.



## In the limelight

Holly King, 3, above, glides across the floor in Denean Kaplan's theatrical dance class, sponsored by the Ontario Parks and Recreation Department at the Westwind Community Center. Jasmine Jordon, 3, right, dances in the window light at the center. Both dancers live in Ontario.

Photos by Terry Pierson



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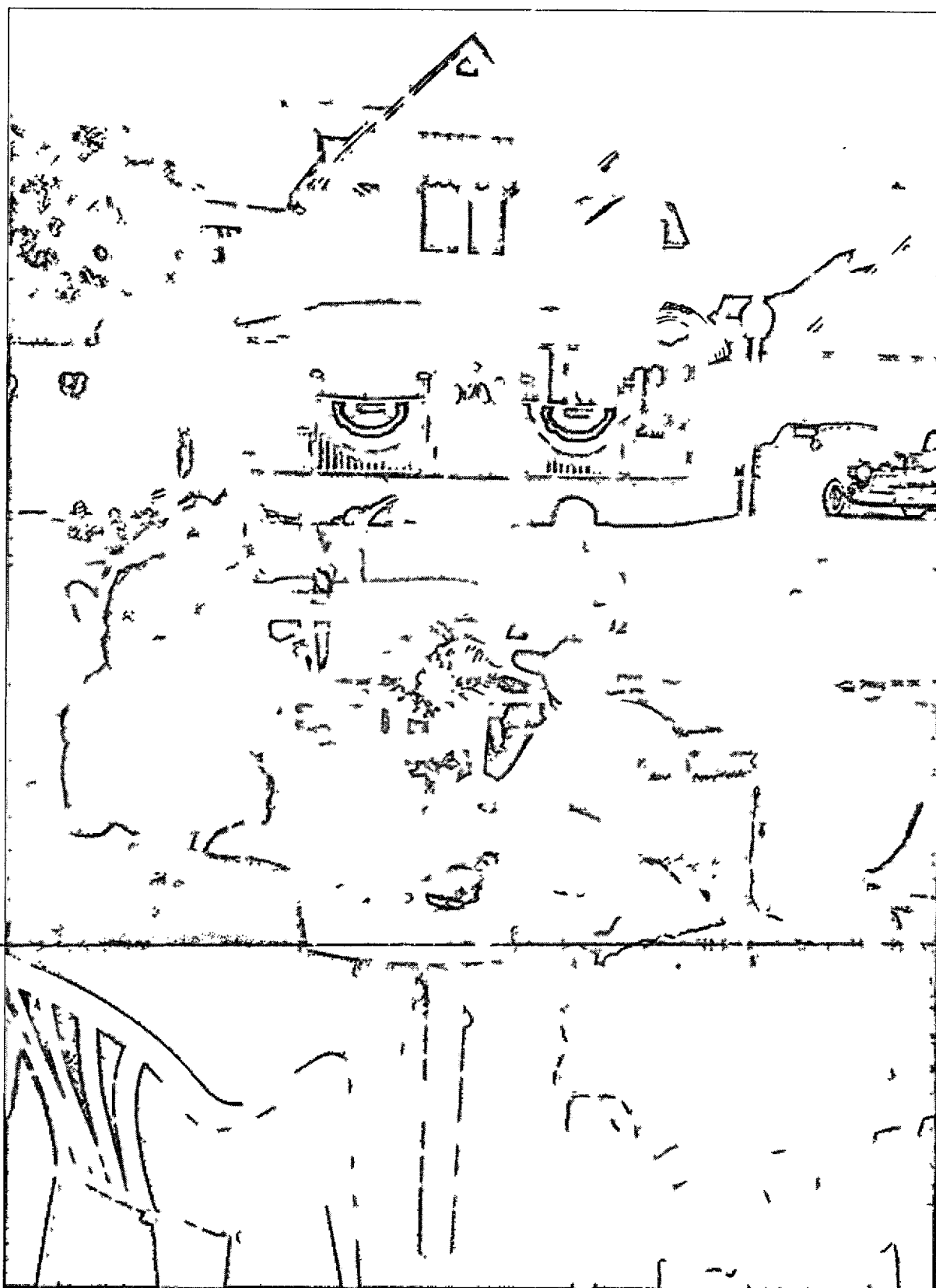
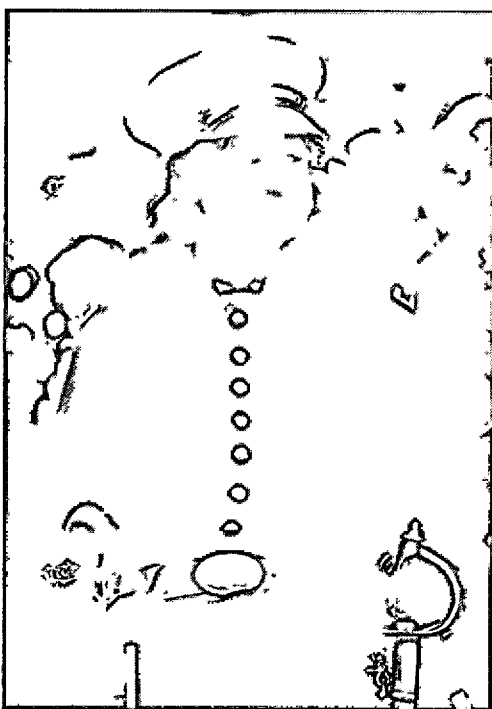
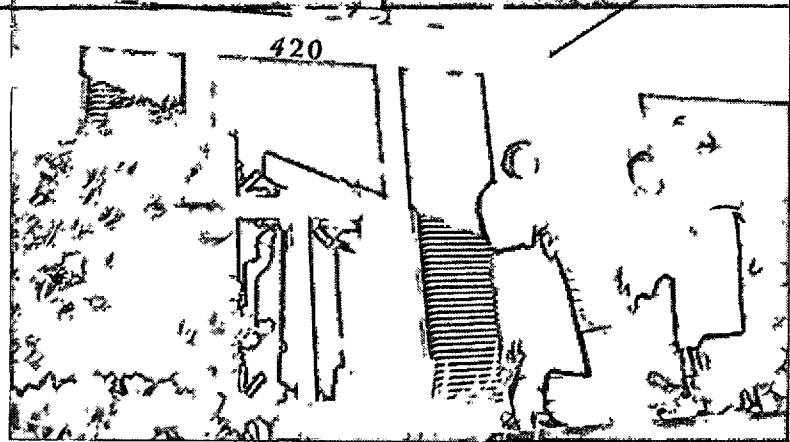
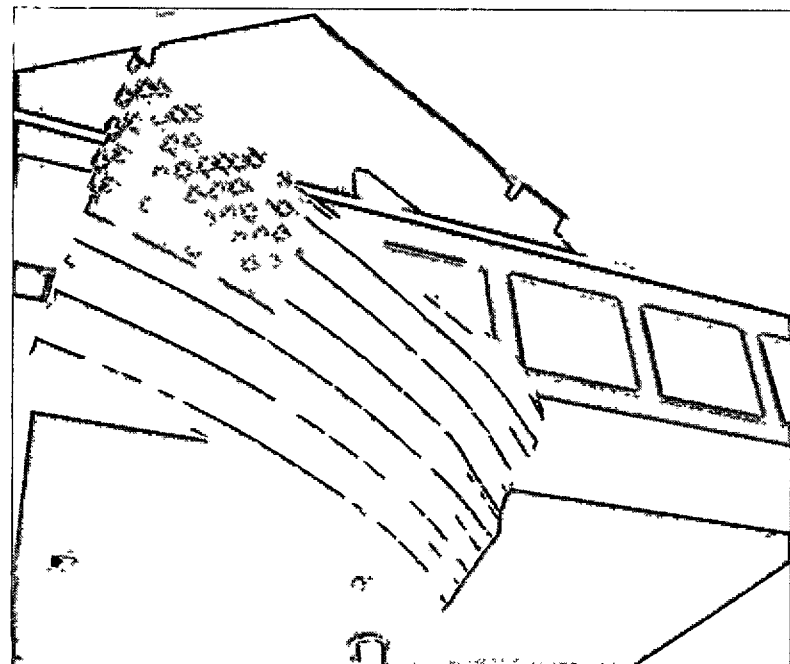
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# Little bit o' history

Photos by Will Lester



Clockwise from top left, Ontario Library representatives La Vera Miller, Connie Sammons and Elisa Camargo prepare to act as tour guides at the Lux-Archer house, built in 1911, as Ontario recognized its first Admissions Day celebration with a theatrical re-enactment of the transfer of power from a military to a civil government. Visitors relax in lawn chairs to listen to speakers at the event which included tours of the Lux-Archer and Campbell houses. Doug Campbell, left, owner of the Campbell house, talks to Elaine Bancroft about the history of the house, which was built in the 1890s, while her son, Gary, watches. Steve Clugston of Temecula poses in his uniform as Lt. William Sherman.

**THE SOUTHERN ALLIANCE  
OF THE ANCIENT AND HONORABLE ORDER OF**

***E CLAMPUS VITUS***

CONSISTING OF (IN NO PARTICULAR ORDER)

**JOHN P. SQUIBOB**

**LOST DUTCHMAN**

**AND**

**BILLY HOLCOMB CHAPTERS**

**PRESENTS ITS INAUGURAL**

**TRIPARTITE FALL CLAMPOUT**

**OCTOBER 17, 18, 19, 1997  
IN THE YEAR OF OUR ORDER 6002**

**IN COMMEMORATION OF  
FERRIES OF THE LOWER COLORADO RIVER  
(OR THE RED RIVER OF THE WEST)**

**OTHERWISE KNOWN AS  
TAYLOR'S FERRY II**

**TEXT BY MIKE JOHNSON  
NOBLE GRAND HUMBUG/HISTORIAN, BILLY HOLCOMB CHAPTER**

## **FERRIES ON THE LOWER COLORADO**

The Colorado River has always been a major barrier to man's travels. Even in this day of interstate highways and soaring bridges, the deep canyons and unpredictable nature of the Colorado restrict the traveler to certain crossings, and some sections completely defy any such attempt. River fords and the ferry crossings that followed assumed great importance in the commerce and communication of the western United States. Although all the ferry crossings of the lower Colorado River can never be known or described, this article will attempt to enumerate some of the better-known ferries on the lower portion of the Colorado River.

Perhaps the most well known ferry operation of all, and certainly the earliest, was at the great natural ford at Yuma. Although Juan Rodriguez Cabrillo is often referred to as the first white man to discover California in 1542, his was actually the third expedition to reach it. In 1540, Captain Hernando Alarcon had sailed up the Gulf of California with three small ships in an attempt to rendezvous with Coronado, who was then making his historic trip through Arizona and New Mexico in search of the fabled Seven Cities of Cibola. Coronado dispatched a small party overland under the command of Melchior Diaz to locate the relief vessels. He reached the river in November and found that Alarcon had already departed. Finding the river too full to ford, he worked his way north to what is now Yuma.

At Yuma, Diaz asked the local Indians to make some of their reed boats to ferry his men across the river. The Indians did so, but they also plotted to separate the party, attack it in detail, and appropriate their supplies and

animals. The Spaniards learned of the plot, launched a preemptive attack, and drove off the poorly-armed Yumans. The Spaniards continued to use the reed boats to run a crude ferry service as long as they remained in the area. Other Spaniards in succeeding years visited and noted the ferry crossing, but did not continue on westward. It wasn't until two and a half centuries later that the Yuma ferry crossing again assumed vital importance for European travelers.

The year 1774 saw the arrival of Juan Bautista de Anza with a party of 34 soldiers and two priests at the Yuma crossing. He was looking for an overland route from Sonora to the missions along the California coast. The Indians, led by Chief Palma, were happy to assist the travelers across the ford, and forty days later De Anza was at San Gabriel Mission. Two years later, this time with 250 men, women and children and large herds of horses, mules and cattle, Anza returned to the crossing. Father Font, accompanying the party, reported that the Indians promptly constructed rafts and transported the travelers to the far side in a rapid and expeditious manner.

The utilization of Indians as ferrymen became standard procedure. Explorers, trappers and traders could easily swim a horse across, but their gunpowder, furs, papers and trade goods were too valuable to risk losing in the river. At almost any large stream there was likely to be an Indian village where the trail crossed, and Indians willing to ferry people and goods across for a fee. Back east, the ferries would typically be canoes, but out west they were more likely to be log or reed rafts guided across by a number of tribesmen, wading if the water was shallow or swimming if it was deeper.

In the three years following Anza's second crossing, a Spanish presidio had been constructed nearby. The commander, Captain Rivera, simply took over the ferry business from the Indians by brute force. The Indians complained to an uncaring Rivera, but received no satisfaction. Shortly thereafter, the soldiers and priests were dead, the women and children hustled away into slavery, and the crossing closed. It remained so for many years,

until the coming of trappers and mountain men, General Stephen Watts Kearny's Army of the West during the Mexican War, and later the Forty-niners.

When war broke out with Mexico in 1846, soldiers were immediately rushed west to secure American interests in California. During this westward march, the Mormon Battalion, under the command of Lt. Col. Philip St. George Cooke, blazed a road overland to the Yuma crossing. With them came wagons, which could be easily converted into rude ferryboats, and in January of 1847 the first boat went into service at the crossing. The next few years saw more or less regular ferry service, with assorted boats, rafts and wagon beds being hauled back and forth across the river with ropes.

The discovery of gold in California in 1848 and the subsequent inrush of Forty-niners greatly increased the activity at Yuma. Instead of the occasional party of white men seeking to cross the Colorado, there was now a steady stream of emigrants. Thousands of people were to cross at a spot which only a few score of white men had visited previously. People remembered Cooke's southern road, and more and more of them began to travel over it.

Lt. Cave Coutts, a member of the U.S. First Dragoons, crossed the Colorado at Yuma in November of 1848 after marching up from Sonora and Tucson. He reports on it as follows:

"All the ingenuity of some 500 souls, together with the pretended labor thereof, has been in full play since the twenty-second....Master workmen, shipmakers, carpenters, coopers, blacksmiths, majors, and quarter-masters, wagon makers, forage masters and boatmen, and generally, artificers and mechanics of all and every description (saying nothing of the soldier folk and teamsters) All, all, all had a finger in the pie, or Raft."

The raft was built of cottonwood logs with added flotation provided by the

attachment of forty kegs, but when launched and boarded by six men it immediately sank ignominiously in the mud and dumped the crew in water "so cold it made one's teeth ache." Another, larger raft was built the next day which fared somewhat better in carrying the goods across, and the Dragoons made for the coast without further delays.

In 1849, Lt. Coutts returned to Yuma with a party of soldiers escorting the American and Mexican Boundary Commission, attempting to determine the exact borders settled on by the Treaty of Guadalupe Hidalgo. Clearly understanding the need for dependable transport across the river, Coutts established a rope ferry spanning the Colorado. Once their official duties were discharged, the soldiers made a little spending money by ferrying travelers across at reasonable rates. When Coutts departed a few weeks later, he left the ferry in the hands of the Mexican soldiers of the escort, who continued the service.

A word is in order here on the construction of rope ferries, which at the time were quite common in the eastern United States. If a rope or cable is stretched across a river and a boat is suspended from it by lines attached by pulleys so that one end of the boat is further upstream than the other, the force of the river will force the boat sideways and thus across the river. By reversing the angle of the boat in the stream, it will return to the other side. No motive power is necessary other than to haul in one end of the boat and let out the other.

After Coutts' departure, the ferry changed hands often and rapidly. It was taken over by a renegade white scalphunter named Glanton who intimidated the competition and forced nearby Indian ferries to shut down. As their ancestors before them had done with the Spaniards, they killed the interlopers and repossessed their ferry "franchise". The army soon returned to protect the crush of gold seekers crossing the Colorado. As steamboats began to ply the river, the wire cable suspending the ferry had to be raised on tall masts to

allow the steamboats to pass. In 1858, the first Butterfield stagecoach arrived, nineteen days out from St. Louis. It was duly ferried across and was soon on its way to San Francisco. The ferry operation remained active until the Southern Pacific Railroad arrived in 1877 and constructed a bridge across the river. Wishing to shut out the competition, the S.P. bought out the ferry and closed it.

Another important crossing of the Colorado was at the Mohave villages, about midway between modern-day Needles and Bullhead City. This crossing was utilized by the first white men to enter the area, trappers and traders, such as Jedediah Strong Smith, who crossed the Colorado here during his epic travels of 1826-27. Navy Lt. Edward F. Beale also availed himself of this natural corridor as he crossed the western United States with his famed "Camel Corps" in 1857. After this time, it became known as Beale's Crossing. Travelers typically crossed in rude boats or rafts with no ropes attached and propelled by Indian oarsmen. As traffic increased along this trail, the Mohaves, although happy for the goods received in return for their services, became disenchanted with the huge influx of white men. In 1858 tensions boiled over, and an emigrant wagon train attempting the crossing was attacked with great loss of life and property and driven back to New Mexico Territory. As a result, the U.S. Army was dispatched, and after a brief period of hostilities Fort Mojave was established in 1859 on a low bluff on the Arizona side overlooking the river. A more substantial ferry was then established to aid in supplying and garrisoning the fort. Fort Mojave was maintained as an active military post until 1890, when the buildings were taken over by the Department of the Interior and turned into an Indian school, which lasted into the early 1930s. The ferry remained in use until at least the Indian school period. The ferry service here was relatively primitive, usually just a rude scow which was guided by ropes stretched from bank to bank and propelled by Indians with poles and oars.



During the 1860s, when La Paz and other gold strikes along the Gila and Colorado Rivers boomed, another ferry was established at Hardyville, about six miles upriver from the Fort Mojave crossing. In 1864, William H. Hardy purchased a ferry already in operation, which he enlarged and improved. It was more substantial than the largely military ferry at Fort Mojave, and carried far more traffic, mainly miners headed to the goldfields of western Arizona. The Hardyville ferry was considered to be the practical head of navigation for steamboats on the Colorado. Hardy maintained the ferry until 1883, when he moved it to a site near Needles to provide ferrying services to the Atlantic and Pacific Railroad, which was having trouble keeping a bridge across the Colorado.

Another of the well-known Colorado River ferries was Bradshaw's Ferry, founded in the summer of 1862. It was named for William David Bradshaw, an experienced guide and miner in California since 1846, who established a more direct route to the rich gold strike at La Paz, Arizona (then a part of New Mexico Territory). Prior to his trailblazing efforts, one could reach La Paz either over Cajon Pass and the Old Government (Mojave) Road to the vicinity of Needles and thence downstream to La Paz, or over the Southern Emigrant Trail to Yuma and then northward to the diggings. Bradshaw, an original California "Bear Flagger" and Mexican War veteran, clearly saw the need for a more direct route and scouted a road that brought his party to the Colorado a short distance northeast of present-day Blythe. Here they crossed the river and headed north about four miles to La Paz.

After his successful scouting expedition, Bradshaw took on a partner, William Warrington, and set out to develop and publicize his new route. They started a ferry about two miles south of their original crossing at a spot known as Providence Point. It is thought that the original ferry was very close to the modern bridge on Interstate 10. The first bridge was built here in 1928, and was later partially washed away.

In 1864, Arizona Territory was broken off from New Mexico Territory, and

in the same year La Paz County was formed. The territorial legislature gave exclusive ferry rights on this part of the river to Bradshaw. This was a very lucrative contract, since the nearest ferry to the north was about 100 miles upstream at the Fort Mojave crossing, and the nearest crossing to the south was at Yuma. Competing ferries were prohibited and the term of the contract was set at twenty years. The rates were as follows:

1 wagon and 2 horses	\$4.00
Additional team	1.00
Coach and horse	3.00
Horse and rider	1.00
Foot passenger	.50

With gold going at \$16 an ounce, it is readily apparent that the ferry franchise was a gold mine in its own right. A village sprang up at the eastern terminus of the ferry, first called Olivia and then Olive City after Olive Oatman, heroine of the Oatman massacre of 1850. In 1867 it was renamed Ehrenberg.

By August of 1862, the Bradshaw Trail was heavily and regularly traveled. One month later, the Colorado Stage and Express Line began passenger service. It soon failed, but others immediately took its place. The road became the regular U.S. Mail route from Los Angeles to Santa Fe.

Although Bradshaw died in La Paz in 1864 under mysterious circumstances (he allegedly committed suicide), the ferry continued to prosper under the management of Thomas Goodman. In later years, several different ferry operations plied the Colorado River at this location. As the La Paz boom turned to bust, the need for a ferry greatly decreased. By 1906, ferry service consisted of a rowboat operated on demand by two Indian couples. In 1908 a cable or rope ferry was again put into operation by one J. B. Davis, who later sold out to Floyd Brown. Brown uprated the ferry to a gasoline-powered model

in 1923. Even so, the rapid current precluded its use during periods of high water. Travelers wishing to cross simply had to wait, sometimes as long as two weeks. On one occasion, strong winds caught the ferry and blew it into some drifting logs, causing it to capsize while carrying a large freight wagon loaded with six tons of supplies and five teams of mules. As a result of these uncertainties, Brown built his bridge here in 1928.

Although the aforementioned ferries are some of the most well-known, there were many others run at different locations for varying lengths of time. The Cottonwood ferry ran in the vicinity of Cottonwood Island at the mouth of Black Canyon below Boulder Dam. The site is now under the waters of Lake Mohave. Two ferries were run by Joe Bush at Parker, just above the railroad bridge, and were utilized by workmen involved in building Parker Dam. Taylor's Ferry, subject of a historical plaque placed by the Squibob and Holcomb Chapter of E Clampus Vitus, was established in 1922. It was a typical rope or cable ferry, driven only by the force of the river, and capable of carrying two vehicles. During its 14-year history it carried cars, horses, and pedestrian traffic, as well as the U.S. Mail. It is stated that the owner, Jim Taylor, commonly known as "Dad", prospered by utilizing the ferry for smuggling cactus and running bootleg honey mesquite rum during Prohibition.

The invention of the internal combustion engine ushered in a new era in ferryboat design. It was now possible to provide a powered ferry which could make way against the powerful river currents. An example is Sweeney's Ferry, located just north of Needles on the Arizona side. It was named for founder William Sweeney and appears to have been in operation around the turn of the century. In 1905 Sweeney inaugurated service with the *Water Pearl*, a 32-foot, gasoline-powered, triple-screw ferryboat.

Ferry service on the Colorado River lasted for a remarkably long time. Near Yuma, a ferry originally begun by L. J. "Don Diego" Jaeger in the 1850s continued in operation until a highway bridge was built in 1915.

Construction of the dams on the Colorado, beginning with Laguna Dam in 1910, eventually tamed the river to the point that it was feasible to construct bridges that could be relied on not to wash away during the raging spring floods. Modern engineering achievements allowed bridging of the river in places that were previously impossible to span. Even so, there are still large sections of the Colorado, including but not limited to the Grand Canyon, that simply cannot be bridged in a cost-effective manner. The Colorado River ferries provided a vital service for travelers, farmers, miners, and the military for many decades. As a modern reminder of the continuing importance of ferries on the Colorado, consider the establishment in the 1990s of the car ferry which connects the north and south shores of Lake Powell between Bullfrog and Hall's Crossing in Utah.

**WHAT SAYETH THE BRETHREN?...**

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The material on Taylor's Ferry was taken from the Billy Holcomb Chapter 25<sup>th</sup> Anniversary Plaque book.

## ACKNOWLEDGMENT

I would like to thank Ron Jones, XNGH of Lost Dutchman Chapter, for providing me with the bulk of the reference material from which this article was written.



# MEAL TICKET

**THE SOUTHERN ALLIANCE  
SQUIBBOB HOLCOMB LOST DUTCHMAN  
THREE CHAPTER CLAMPOUT  
OCTOBER 17, 18, 19, 6002**

THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS

# SOUTHERN ALLIANCE

BILLY HOLCOMB CHAPTER 1069

LOST DUTCHMAN CHAPTER 5917

SQUIBOB CHAPTER 1853

PRESENT THE

FALL CLAMPOUT

## TAYLOR'S FERRY III

### OCTOBER 17, 18 & 19, 6002

The Humbugs of all three chapters of the Southern Alliance of The Ancient and Honorable Order of E Clampus Vitus have ordered that the hewgag be sounded to announce the Fall Doins. This event commemorating the Colorado River Ferry Crossing will be held on October 17, 18 & 19 6002. Come and behold the Premiere Doins of the Southern Alliance. As this is a Clampout á Trois, all PBC's will receive a membership certificate making them members of all three, count 'em three, chapters! The rub for the clampout includes five meals - Friday night pasta with meat sauce & garlic bread cooked by Lost Dutchman Chapter's finest! Squibob will be breaking our fast on Saturday and Sunday and Billy Holcomb's chefs par excellence will be serving up lunch and dinner on Saturday. If you plan to float on the Colorado river, please come prepared with life vests..etc...No launch facilities available. River depth and current variable & unpredictable. No Clamper "Coast Guard", you're on your own.

There will be absolutely no campfires by order of the B.L.M. and U.S. Fish and Wildlife Service. However charcoal grills, gas or propane stoves are ok. GOOD CLAMPER RULES APPLY! The cost of this trip is \$45.00 for redshirts and \$55.00 for P.B.C.s if your money is postmarked by October 1, 1997. Add \$10.00 if you are late. Special Southern Alliance event t-shirts can be ordered in advance for \$15.00 (XXL add \$2.00, XXXL add \$3.00) and can be picked up at the clampout. There will also be a limited-edition event pin for sale at the doins on a first come, first served basis (when they're gone, they're gone). All P.B.C.s must report to the Hangman by 6:27 am on Saturday! Make out your check for Clamp fees and t-shirt money to: BILLY HOLCOMB ECV and mail it to: Grim Reaper Jim Bob Thompson, 6676 Cumberland Court, Riverside CA 92506.

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# SCHEDULE OF EVENTS

TIMES ARE THE SAME IN EITHER TIME ZONE

## FRIDAY

- 5:01-8:00 pm Check-in (unofficial) at the Official Place  
6:00 pm DINNER AT THE COOK SHACK  
8:30 pm Golden Hills Ceremony at Cook Shack  
(Seemly Decorum)

## SATURDAY

ALL PBC'S MUST BE CHECKED IN BY 9:00 AM SATURDAY

- 7:01 am Breakfast is Served  
7:20 am PBCs Meet at the Cook Trailer for Clean-Up

## 7:30 AM CHECK-IN

- 9:01 am PBC Orientation  
10:30 am Monument Erection  
12:01 pm Lunch  
1:03 pm PBC's Erect Farting Post  
2:02 pm Meet the Humbug (National Anthem & Salute Flag)  
6:08 pm Dinner  
8:32 pm Initiation Ceremony for PBC's  
Raffle after the initiation

## SUNDAY

- 7:05 am Breakfast is Served  
7:58 am Camp Clean-up by Everybody  
10:01 am Plaque Dedication at Monument Site  
and PBC Certificates will be passed out

WITHOUT FURTHER NOTICE OR DISCUSSION ALL TIMES ARE SUBJECT TO  
CHANGE AT THE WHIM OF THE GREYBEARDS

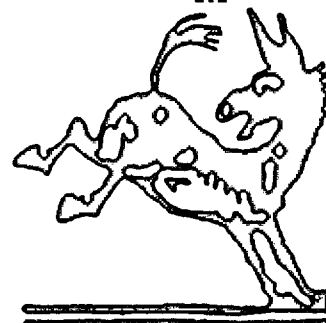
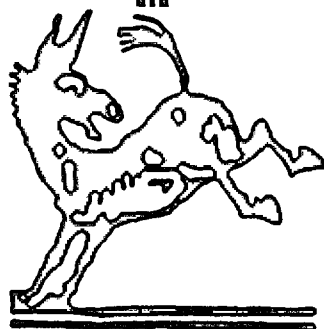
THE HUMBUG SAYS "LET A BROTHER OF SOBRIETY HOLD THE REINS"



THE SPECIAL THREE CHAPTER CLAMP-VIGILANTIES SAY: GRAB A PBC  
and bring him up to see the other side of the mountain in a way he will never forget !  
PBCs will be presented to the Hangman Clean, Sober, and Not Wearing Womens Clothing



Remember: P.B.C.s are under the Authority  
of the Hangman At All Times



John P. Squire



## AGREEMENT AND RELEASE FROM LIABILITY

1. I, \_\_\_\_\_, acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIAL DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY OR DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE: \_\_\_\_\_.

3. As Consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from the negligence or other acts, howsoever caused, by any member, agent or officer as a result of my participation in and travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

### KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS AND MEMBERS, AND I SIGN IT OF MY OWN FREE WILL.

Executed at \_\_\_\_\_, California, Arizona on \_\_\_\_\_, 19\_\_\_\_.  
(Circle State)

\_\_\_\_\_  
Releasor

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CHAPTER \_\_\_\_\_

PBC NAME \_\_\_\_\_

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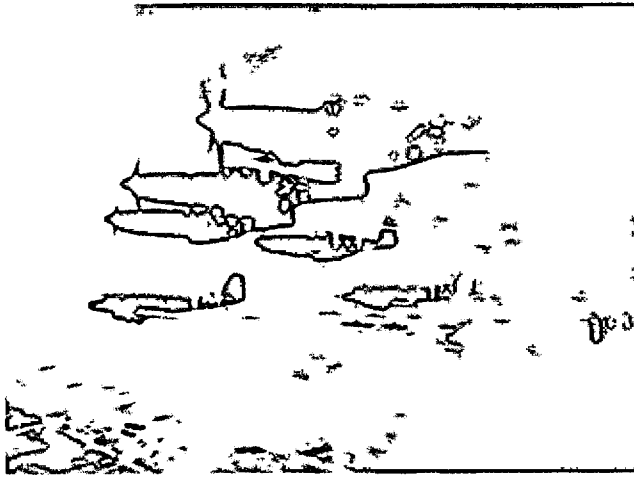
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- \_\_\_\_\_ \$15.00 ☐ Medium ☐ Large ☐ X-Large  
\_\_\_\_\_ \$17.00 ☐ XX-Large \$18.00 ☐ XXX-Large  
\_\_\_\_\_ Total Payment

Make your check payable to: Billy Holcomb ECV

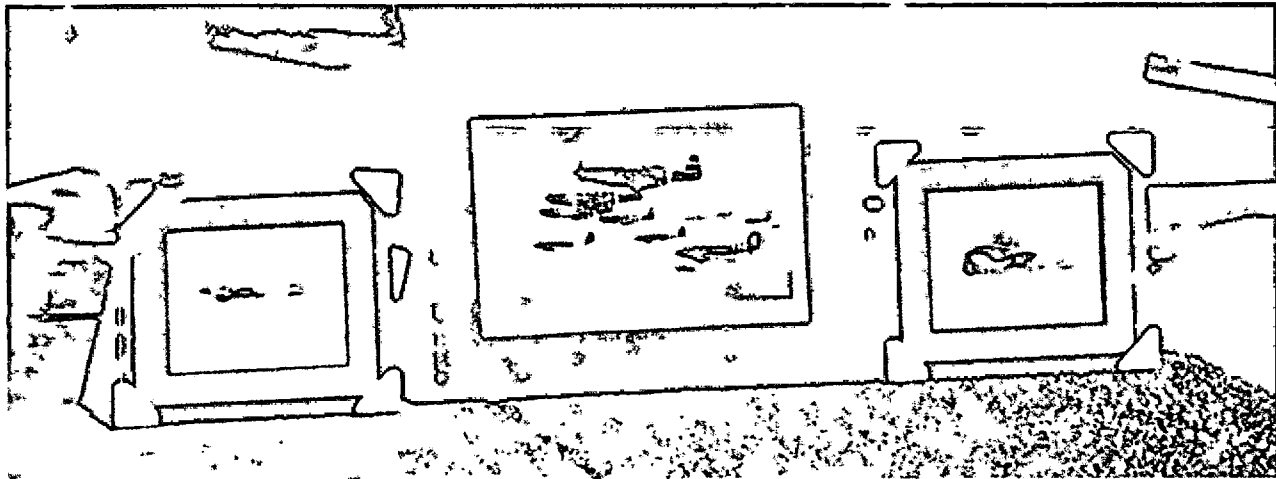
Send it to: Jim Bob Thompson, 6676 Cumberland Court,  
Riverside CA 92506.

**PRE ORDER YOUR SPECIAL EVENT T-SHIRT  
WHEN YOU SIGN UP FOR THIS EXCITING EVENT !**



## ECV Southern Alliance Raffle.

1 ticket \$5.00  
or 3 for \$10.00



World War II buffs check this out!

The ECV Southern Alliance (Dutchman, Squibob, and Holcomb) is going to have a special raffle at the October 18th Fall doins. On Saturday night, The Southern Alliance will raffle off a three-piece collection of artwork by the famous WWII artist Robert Taylor. The art consists of a master lithograph titled **D-Day-THE AIRBORNE ASSAULT**. It measures 44" by 22". All the pilots of the squadron signed the master. The other two pieces are entitled **CRASH LANDING** and **INTO BATTLE**. These two lithographs measure 25 1/2" by 22". An art gallery professionally framed all three pieces. The Collection was appraised on April 9, 1997 at a low start bid of \$500 for auction. This does not include the framing. All three pieces are numbered 273 of 300. The overall framed set is valued at \$800.00 low bid. The collection is being offered to ECV at the low bid value by Total Control Information of Tucson AZ.

So what is the raffle for? At Grand Council this last May, the Proctors had decided to use \$1000.00 for the purpose of categorizing and computerizing all the ECV archives located at UOP in Stockton. Although this is a good start, the equipment needed for this job far exceeds \$1000.00. The Southern Alliance (Dutchman, Squibob, and Holcomb) is going to donate all proceeds from this raffle to that noble cause. When completed it is hoped that the archives will be available on CD-ROM for the historians.

Tickets are \$5.00 each or 3 for \$10.00 and winner need not be present.

Winner if present, can take the collection with him home. If not present, the winner will be notified the following week of the doins to arrange shipping. The collection will be viewable at the Branciforte Charter doins and at the Fall Southern Alliance. The Raffle will be held Saturday Night at the Southern Alliance Fall Clampout. Oct 18, 1997. For more information Contact

Frank Houdek XNGH-P 10515 W Anthony Dr. Tucson, AZ 85743 Phone 520-682-0400

## WHAT TO BRING

CAMPING AND EATING GEAR  
YOUR FAVORITE BEVERAGES  
WATER - DRY CAMP  
LOTS OF ARTIFICIAL SHADE  
COOL CLOTHES FOR DESERT DAYS  
WARM CLOTHES FOR DESERT NIGHTS

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NO WIDDERS

NO PETS

NO GUNS

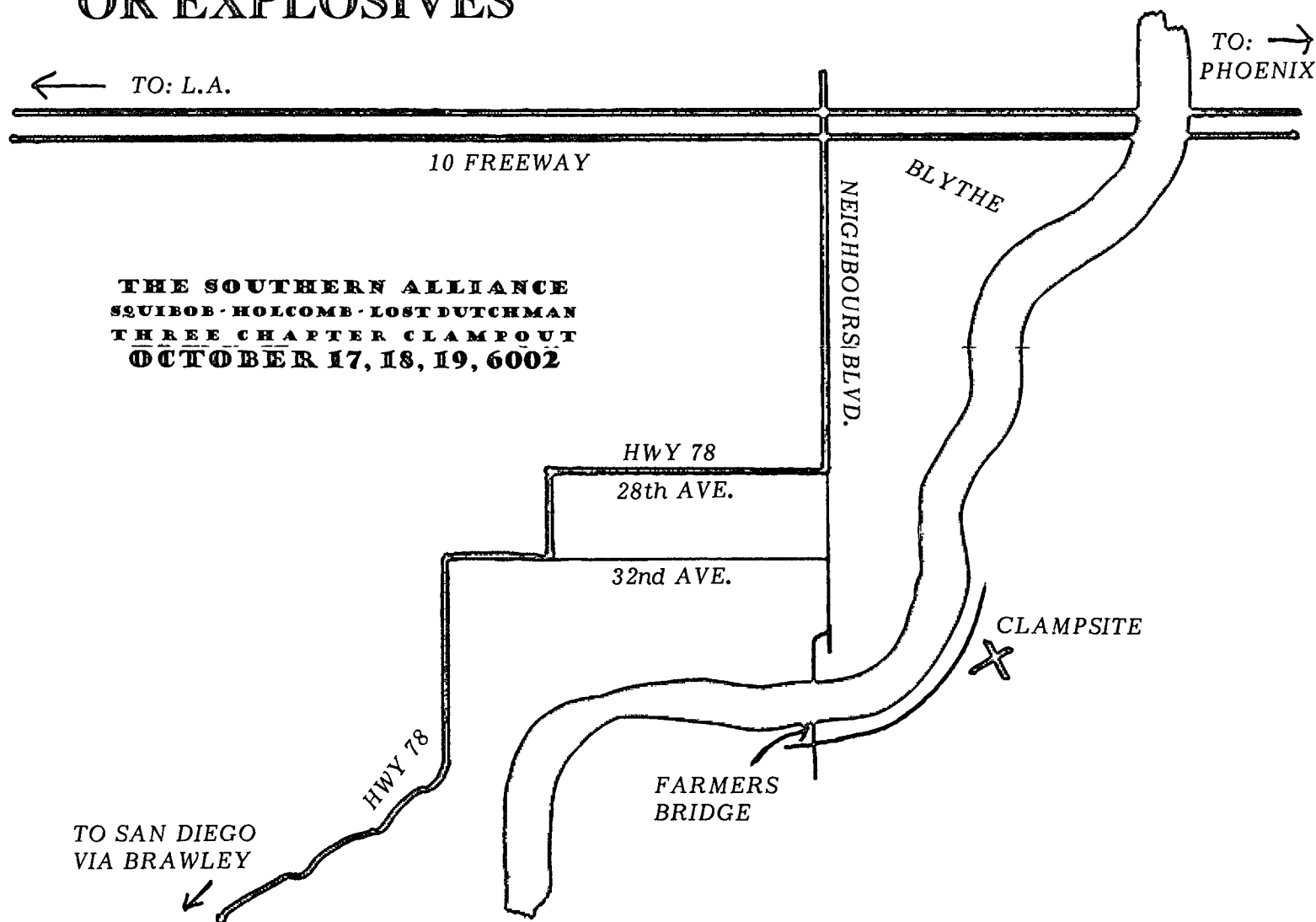
OR KNIVES

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## DIRECTIONS

FROM L.A. or from PHOENIX: Take I-10 Freeway to Blythe (24 hour services) and exit at Neighbours Blvd. Go south on Neighbours for 13 miles to the Cibola Farmers Bridge. Cross the bridge into Arizona and turn left right away and follow the River approx. 3 miles to campsite. ECV signs will be up on Friday a.m.

FROM SAN DIEGO: Take the 8 freeway east to El Centro and exit at Hwy 111. Take 111 north to Brawley. Turn right on Hwy 78 in Brawley and go to 32nd ave just a little north of Palo Verde. Stay on 32nd ave. untill you get to Neighbours Blvd. Turn right on Neighbours Blvd to the Cibola Farmers Bridge. Cross the Bridge into Arizona and turn left right away and follow the river approx. 3 miles to campsite. ECV signs will be up Friday a.m.





THE ANCIENT AND HONORABLE ORDER OF  
E CLAMPUS VITUS

**BILLY HOLCOMB**  
**CHAPTER 1069**

**CLAMP YEAR 6003**



**CHAPTER OFFICERS**

**1998 - 6003**

**CLAMPATRIARCH**

Sid Blumner  
(909) 985-8347

**NOBLE GRAND HUMBUG**

Mike Smith  
(909) 783-4153

**VICE HUMBUG**

Jim-Bob Thompson  
(909) 274-9023

**GOLD DUST RECEIVER**

Dave Dutcher  
(909) 875-0651

**RECORDER**

Howard Robinson  
(818) 700-0717

**CLAMPCHIEF**

Gary Jablecki  
(619) 547-0295

**STOREKEEPER**

Gary Bancroft  
(909) 338-1926

**HANGMAN**

Mansel Hutsel  
(760) 228-0475

**KEEPER OF THE PBCs**

Bob Green  
(760) 365-5098

**CLAMP AUCTIONEER**

Jim Jackson  
(909) 862-1277

**SCHEDULE OF EVENTS**

FEBRUARY 4 - GENERAL MEETING

MARCH 4 - GENERAL MEETING

MARCH 20, 21, 22, - H.E.M.O.R.R.H.O.I.D. TRIP

APRIL 1 - GENERAL MEETING

MAY 1, 2, 3, - SPRING CLAMPOUT - AMBOY CRATER

MAY 22, 23, 24, - GRAND COUNCIL OF ECV - SONORA

JUNE 3 - GENERAL MEETING

JULY 1 - GENERAL MEETING

AUGUST 5 - GENERAL MEETING

AUGUST 7, 8, 9, - 4x4 VITUSCAN MISSIONARIES TRIP

SEPTEMBER 2 - GENERAL MEETING

OCTOBER 9, 10, 11, - THREE CHAPTER CLAMPOUT

NOVEMBER 4 - GENERAL MEETING

NOV 6, 7, 8, 9, - VETERANS PLAQUE - PATTON MUSEUM

DECEMBER 2 - GENERAL MEETING

JANUARY 6 - GENERAL MEETING

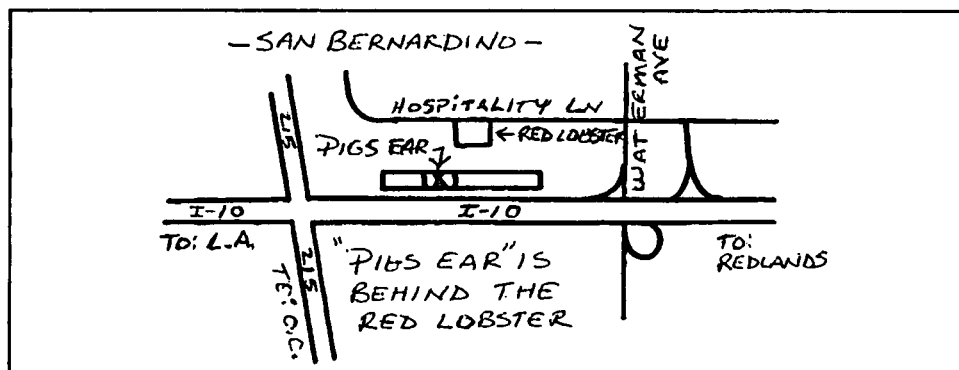
JANUARY 22, 23, 24, - 4x4 VITUSCAN MISSIONARIES TRIP

FEBRUARY 3 - GENERAL MEETING

**HOLCOMB CHAPTER MOVES**

**BEGINING FEB 4, 6003**

HOLCOMB CHAPTER IS MOVING THE GENERAL MEETINGS TO A NEW PLACE BEGINING ON FEBRUARY 4. WE WILL BE MEETING AT "THE PIGS EAR" LOCATED AT 1987 S. DINERS COURT JUST BEHIND THE RED LOBSTER ON HOSPITALITY LN IN SAN BERNARDINO. ALL MEMBERS ARE INVITED TO ATTEND AND HAVE SOME FUN



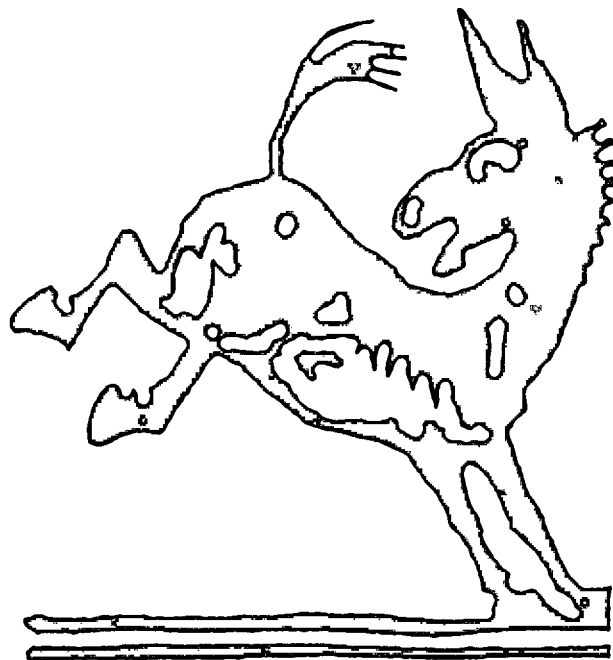
BILLY HOLCOMB CHAPTER  
of  
THE ANCIENT AND HONORABLE ORDER  
of  
E CLAMPUS VITUS

PRESENTS ITS

*GALA SPRING CLAMPOUT*

AMBOY CRATER

MAY 1, 2, 3, 6003



WRITTEN BY:  
**MIKE JOHNSON**  
XNGH, HAE/DA S.V.M.  
**CLAMPHISTORIAN**

**THE BILLY HOLCOMB CHAPTER  
OF THE  
ANCIENT AND HONORABLE ORDER OF  
E CLAMPUS VITUS  
HAS THE HONOR TO PRESENT ITS GALA ANNUAL  
SPRING CLAMPOUT**

**BEING A COMMEMORATION OF  
AMBOY CRATER**

**MAY 1, 2, 3, 1998  
IN THE YEAR OF OUR ORDER 6003**

**TEXT ARTICLE BY MIKE JOHNSON XNGH, HAE, CH  
PRINTING AND PRODUCTION BY NOBLE GRAND HUMBUG MIKE SMITH**

## AMBOY

Like many small settlements in the Southern California desert, Amboy owes its existence to the coming of the railroad. In the decades following the Civil War, San Bernardino County experienced a period of explosive growth fueled by the burgeoning citrus industry, desert mining ventures, lumber mills in the mountains, and a growing agricultural base. Immediately after the Civil War, San Bernardino was the only city worthy of the name in the whole county. The development of other communities in the San Bernardino Valley awaited the arrival of the rails.

Beginning in 1873, the San Bernardino area was the scene of extensive railroad construction. By 1886 it had gained access to the rest of the nation via two transcontinental railroad systems. The first was the Southern Pacific, which in 1873 began laying track eastward from Los Angeles. The S. P. also built a line southward from the San Francisco area that was originally to go through Cajon Pass, but was in actuality completed through the San Fernando Valley into Los Angeles in 1876. Soon after it was extended to Colton.

Congress also authorized the S. P. to build a line across the desert from Mojave, on the San Francisco-Los Angeles route, to Needles, where it would connect with the Atlantic and Pacific Railroad (later the Santa Fe) being built across New Mexico and Arizona. Construction on the Mojave-to-Needles branch began in February 1882. By October it had reached what would later become Barstow. A whimsical engineer christened the series of small stations and sidings along the route with names in alphabetical order: Amboy, Bristol, Cadiz, Danby, Edson, Fenner, Goffs, Homer, Ibex and Java, thus literally putting Amboy on the map.<sup>1</sup> Somewhat confusingly, Bristol later came to be called Bengal, and Edson became Essex, but this did not disrupt the alphabetical arrangement. This portion of the Southern Pacific line was acquired by the Santa Fe in 1884. The Santa Fe then secured its own connection to the eastern part of the country by laying track through the East Cajon, and by 1885 had completed its line through Cajon Pass to Barstow. This opened the second transcontinental railroad system into Southern California. In addition, two narrow-gauge railroads reached the Santa Fe main line near Amboy. One, generally known as the "gypsum railroad", serviced gypsum quarries south of town from about 1905 to 1924. The other extended from Saltus siding, on the Santa Fe just east of Amboy, onto generally dry Bristol Lake where rock salt and calcium chloride were mined. Salt mining continues today, but the tracks, laid about 1911, were taken up in 1976.

The railroad served a crucial role in developing this part of the desert by providing water, which was hauled in tank cars from the abundant springs and wells at Newberry . Even today, Ludlow and Amboy receive their water by train. In 1885, the cost was two cents a gallon. In 1990, despite a century of inflation, the Atchison, Topeka and Santa Fe (now the Burlington Northern and Santa Fe) was charging about \$134 per 16,000-gallon tank car, less than one cent per gallon.<sup>2</sup>

Although already established as a railroad "town", Amboy received another boost with the completion of Highway 66. By 1937 the road was paved all the way from Chicago to Los Angeles. There was a major migration of emigrants escaping dust-bowl conditions in the East and seeking a better life in California. This movement was immortalized by John Steinbeck's 1939 Pulitzer Prize-winning novel The Grapes of Wrath. During World War II traffic dropped off sharply, mainly due to gasoline rationing and a shortage of tires. . Roadside businesses died off, and the road bore witness to military convoys, busloads of soldiers, and uniformed hitchhikers.

The postwar years saw the real heyday of Route 66. Civilian cars were once again being produced and there were plenty of tires and lots of gasoline. Roadside business ventures again boomed, and the traffic exceeded even the great exodus of the Depression years. It is against this background of railroad and highway that Amboy should be viewed. Interviewed around 1990, long-time owner of Amboy, Buster Burris, explains its history in his own words :

This spot on the ol' highway, here in Amboy, was as busy as any place in the desert. I should know, I've been working right here since 1938. I was born in Bandera, Texas, but the desert is my home. Highway 66 has moved a little bit over the years, but since about 'thirty-three, it's been out front of this cafe and motel. That's where it was when I showed up. My first father-in-law built up the original business. The place is named Roy's, after him. I was only planning on being here for a short time but that fell by the wayside. I got to where I liked it here and decided to stay. Besides the tourist cabins, I opened a repair shop in 1940, and the cafe in 1945.

We had a lot of military traffic through here during World War II. Patton's boys were on maneuvers all across the desert and many soldiers passed this way in the convoys. Then guys on leave would come through here, too. It all helped the economy. At one time, I had seven wreckers running out of here. I serviced more than my share of head-on wrecks on Route 66. Some of them were pretty mean accidents. Out back is a 1937 Studebaker that was originally a gasoline tanker. It was used to haul gas from Barstow and it only had a top speed of forty-five miles an hour. I put a winch on the back and used it for setting the telephone poles around



here.

The heavy highway business started about 'forty-eight. After the war, my cabins were busy. We kept them rented night and day. Folks pulled over and slept in their cars when they couldn't get a room. That's how busy it was in Amboy. I built the cafe in order to give people a place to eat. We also carried a tremendous amount of auto parts. We had complete motors for most of the makes. It was hard work, but we could change out a motor in a matter of hours and get the people back on the road and on their way.

From the late 1940s into the early 'seventies, this place was a madhouse. We kept everything open twenty-four hours a day. I had ninety people working for me full-time. During the summer, the number of workers could get as high as a hundred and twenty. There were waitresses, mechanics, maids, and cooks coming in here from Oklahoma, Texas, Arizona, and anyplace else in the country we could find them. People were working so hard they'd fall down in bed exhausted and get a few hours sleep and then come right back to it again. I used to think everybody in the world was driving through Amboy.

Then everything changed. The interstate was completed. It was just like somebody put up a gate across Route 66. The traffic just plain stopped. That very first day it went from being almost bumper-to-bumper to about a half-dozen cars coming through here. A few years later, there was a big acid spill up on the interstate and they had to reroute the traffic down the old highway. All of a sudden we were reminded of the way things used to be.

In recent years, business has gotten better-not like the old days but definitely better. Motorcycle groups come through and stop, and tourists on their way to Disneyland who want to get away from the busy interstate. There are the folks on their way to the gambling casinos. They know that there aren't as many state cops on the old road, so they can make better time coming this way. We also have about thirty-five or forty geology students and their professors from Colby College all the way back in Waterville, Maine, who come here for one month every year on a field trip. They stay in the motel and take their meals here. They've been doing that for years.

My first wife died of cancer, but I remarried and we're staying right here too. This is still a good Route 66 stop and all of those people who still come this way keep 66 going.<sub>3</sub>

Amboy was purchased by Walt Wilson and Timothy White about three years ago. Escrow is due to close in May of 1998. Burris is still around and is approaching his 90<sup>th</sup> birthday.

Amboy was bypassed by Interstate 40 in May of 1973, and the Route 66 designation

of the old highway was dropped in 1985. The old road is well-maintained and relatively well-traveled, due largely to its connection with Twentynine Palms via Amboy Road. In recent years there has been a renewed interest in the old "Mother Road", as evidenced by the profusion of "Historic Route 66-Next Exit" signs on the interstates all along the course of the "Main Street of America". Nearby Chambless, one of many small hamlets described as "never really towns, just shady spots on the desert route"<sup>4</sup>, was the subject of Billy Holcomb Chapter's Clampout in the spring of 1992, celebrating the 66<sup>th</sup> anniversary of Route 66.

A well-known landmark to early passengers on the Santa Fe trains and travelers on Highway 66, as well as modern motorists, is Amboy Crater. The crater is 250 feet high and 1500 feet in diameter, and along with its associated cinder cones is the source of the nearby lava flow which covers 24 square miles. Similar volcanic fields are found at Pisgah Crater, about 35 miles to the northwest, and at Cima Volcanic Field near Seventeenmile Point, east of Baker. Amboy Crater is in one of the youngest volcanic fields in the United States. Six different periods of eruptions, beginning approximately 6000 years ago, formed the lava flow we see today. The most recent eruptions are believed to have occurred as recently as 500 years ago, a very short period in geologic time.

Scattered areas of volcanic activity like the Amboy lava field are characterized by the eruption of alkali basalt, a black rock containing magnesium, iron, and calcium. Cinder cones like Amboy Crater are termed monogenetic volcanoes, meaning that they were formed by single, brief eruptions that caused thin, quickly-moving lava flows that spread laterally while volcanic debris shot upward to form a classic volcanic cone. The debris consists of solidified basalt in various shapes, forms, and sizes. The true colors of the erupted molten rock, or magma, are deep gray to black, but iron contained within the lava oxidizes and imparts a brick-red color to the resulting rock. Such cones are of great interest to geologists and are also commercially exploited for their cinders, which are used in building materials and as ballast for railroad roadbeds.

Because of its relative newness and its near perfect shape, Amboy Crater was designated as a National Natural Landmark in 1975. By hiking to the rim of the crater, one can obtain a comprehensive view of the lava flow and the surrounding desert. Its protected status will ensure that it will be of interest to future generations of desert enthusiasts and Clampers alike.



## ACKNOWLEDGMENT

The Chapter would like to thank Lesly Smith of the Needles Office of the BLM for her cooperation and assistance in arranging the Clampout.

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- \_\_\_\_\_, Guide to the Mojave Road. Tales of the Mojave Road Publishing Company, Norco, CA, 1983.
- Rae, Cheri, East Mojave Desert: A Visitor's Guide. Olympus Press, Santa Barbara, 1989.
- Schuling, Walter C., San Bernardino County: Land of Contrasts. Windsor Publications, 1984.
- Wallis, Michael, Route 66: The Mother Road. St. Martin's Press, New York, 1990.

## NOTES

1. Schuling, page 63.
2. Casebier, East Mojave Heritage Trail, page 234.
3. Burris material from Wallis, pages 217-223.
4. Wallis, page 217.
5. Geological information taken from Casebier, Guide to the Mojave Road, page 173, and from information supplied by the BLM.

# AMBOY CRATER PROJECT

MAY 1,2,3, 6003

## BILLY HOLCOMB CHAPTER

### MEAL TICKET

**DISCLAIMER:**

BEARER IS INTITLED TO 5 MEALS , NOT VALID AT SIZZLERS, THE WHITE ZONE IS FOR LOADING AND UNLOADING OF PASANGERS ONLY, NOT RESPONSIBLE FOR MISSPLACED LUGAGE, THIS IS ONLY A TEST, NO SUBSTITUTIONS ALLOWED, YOU HAVE THE RIGHT TO REFUSE SERVICE, THIS CHAPTER IS NOT RESPONSIBLE FOR CLAIMES MADE BY THE CLAMP CHEF, FOR OUTDOOR USE ONLY, OBJECTS IN MIRROR MAYBE LARGER THAN THEY APPEAR, ALCOHOL MAYBE HAZARDOUS TO A CLAMPER, NO FISHIN FROM THE BRIDGE.

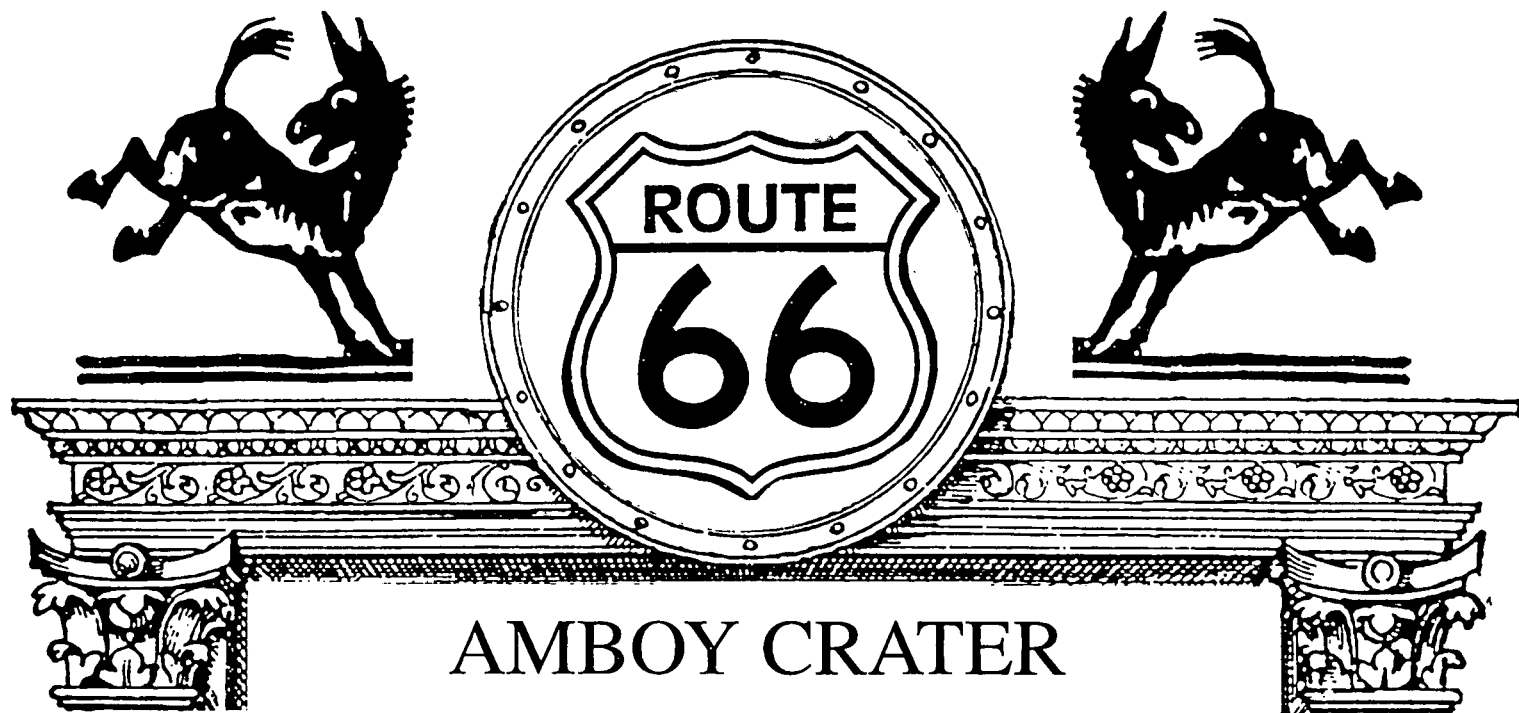
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THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS



AMBOY CRATER  
SPRING CLAMPOUT  
MAY 1, 2, 3, 6003

## BILLY HOLCOMB CHAPTER 1069

Humbug Mike "Dr. Coleman" Smith announces that Billy Holcomb Chapter 1069 will hold Its Spring Clampout at Amboy on Historic Route 66 on May 1, 2, 3, 6003. Holcomb Chapter in cooperation with the B.L.M. will erect a Plaque to Amboy Crater, a National Natural Landmark designated in 1975. We will also assist the B.L.M. to establish a day use area at the Crater for the enjoyment of everyone. Our Clampsite is the airstrip plane parking area behind Roy's Diner in Amboy and is accessable to all vehicles. Hangman Mansel "Quarter Stick" Hutsell will conduct PBCs in their infamous initiation under Grand Council Rules in a candlelight ceremony on Saturday Night. Each Person will receive a Badge of the Day and a Meal Ticket for 5 meals including a Steak Dinner on Saturday Night. The cost is 45.00 for Redshirts and 55.00 for PBCs. Add 10.00 if your fee is postmarked after April 15, 1998. Special Event T-Shirts are available by order in advance for only 15.00 (16.00-XXL, 17.00 XXXL) so don't miss out! Bring Water (dry camp), your favorite beverages, lots of artificial shade and all the rest of your camping gear for a great weekend in the Desert. Send your payment to: "Uncle Dave" Dutcher, 1524 N. Park Ave, Rialto, Ca. 92376.

**No Widders ,No Pets, No Guns or  
Knives or Fireworks.**

# SCHEDULE OF EVENTS

## FRIDAY

- 4:07 pm Check-in (unofficial) at the Official Place  
 5:58 pm Chili Bean Feed at the Cook Trailer  
 6:20 pm Greybeard's Dinner at the Cook Trailer


## SATURDAY

- 6:27 am All PBCs Met at the Hangman's Camp  
 7:00 am Breakfast is Served  
 7:20 am PBCs Meet at the Cook Trailer for Clean-Up  
 8:03 am All Sponsors meet at Hangman's Camp  
 8:10 am Check-in is Open and it's Official  
 8:59 am Presentation of the PBCs to the Greybeards for Enlightenment and Inspection  
 9:30 am Sign-up for the Clamper Olympics  
 10:03 am PBCs Leave for Monument Erection  
 10:38 am Clamper Olympics Begin  
 12:10 pm Lunch at the Cook Shack  
 3:12 pm PBC Entertainment with IQ Test & Singing  
 5:45 pm Dinner is Served  
 7:30 pm PBCs Report to the Hangman for Preparation for the Ordeals and the Queries  
 8:00 pm Candlelight Ceremony at the Hall of Comparative Ovations... also Raffle Prizes and Clamper Olympics Awards

## SUNDAY

- 6:27 am PBCs Report to Hangman's Camp  
 7:00 am Breakfast is Served  
 7:58 am Camp Clean-up by Everybody  
 10:00 am Plaque Dedication at Monument Site


## WHAT TO BRING

Camping  Eating Gear  
 Your Favorite Beverages  
 Water — Dry Camp  
 Lots of Artificial Shade  
 Cool Clothes for Desert Days  
 Warm Clothes for Desert Nights



HANGMAN MANSEL "QUARTER STICK" HUTSELL

Says bring a PBC and show him the other side of the mountain in a way he will never forget! But be sure he is clean, sober, and not wearing women's clothing!

PBCs are under the Authority  
 Hangman at all times.

➤ **MONITOR CB CHANNEL 13** ⬅

**THE HUMBUG SAYS "LET A BROTHER OF SOBRIETY HOLD THE REINS"**

**DIRECTIONS:** Take your best route to Barstow and take I-40 east to Ludlow (last gas). Exit here and go east on national trails hwy (route 66) to Amboy. The clampsite is behind Roy's diner on the air-strip plane parking area.

**DO NOT CAMP NEAR ROY'S  
 OR ANY OTHER BUILDINGS !!!!!**

AIRSTRIPE

CLAMPSITE



ROY'S  
DINER

— AMBOY —

ROUTE 66



# PETITION FOR MEMBERSHIP

## E Clampus Vitus

### Billy Holcomb Chapter 1069

TO THE GRAND NOBLE RECORDER:

I hereby petition for membership in the Ancient and Honorable Order of E Clampus Vitus. I certify that I have received my novitiate instruction from my sponsor, Clamper \_\_\_\_\_, and hereby solemnly affirm my belief in the Dictum of the Order, "PER CARITATE VIDUARIBUS ORPHANIBUSQUE, SED PRIME VIDUARIBUS," and wholeheartedly, without reservation, agree to render SATISFACTORY SERVICE at all times.

I further agree to present myself at the E.C.V. Hall of Comparative Ovations at such time and place designated by the NOBLE GRAND HUMBUG, guaranteeing that I shall arrive fully equipped to negotiate the Chasm of Terror and Despair and to reach the safe haven of CLAMPERDOM.

As evidence of my good faith, I forward herewith my gold dust (\$\_\_\_\_\_) in payment of the initiation fee unusually charged each POOR BLIND CANDIDATE. In return I humbly beseech you to transmit my Badge of Office which I shall proudly wear when presenting myself for infamous induction. I realize that without this Badge of Office, the Grand Hangman and the Damnfool Doorkeeper cannot permit to enter the Hall of Comparative Ovations.

Be it known, if you are accepted and inducted, that to remain a Clamper you must either attend each and every Clampout or send in the required gold dust for remaining active if you can't make it. If do not you are no longer a Clamper.

GRAND NOBLE RECORDER'S RECORD:

Application received \_\_\_\_\_  
Application approved \_\_\_\_\_  
Application rejected \_\_\_\_\_  
Ritual taken \_\_\_\_\_  
Scroll mailed \_\_\_\_\_

Witness my Hand and Privy Seal

this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

\_\_\_\_\_  
*Illegal Signature*

TO BE DETACHED ONLY BY GRAND NOBLE RECORDER

#### P.B.C. APTITUDE TEST

(To be filled out by P.B.C.)

	CHECK	
	YES	NO
I am a jolly good fellow	<input type="checkbox"/>	<input type="checkbox"/>
I am interested in California history (State any special field)	<input type="checkbox"/>	<input type="checkbox"/>
I can draw or cartoon	<input type="checkbox"/>	<input type="checkbox"/>
I can sing	<input type="checkbox"/>	<input type="checkbox"/>
I enjoy theatrical work	<input type="checkbox"/>	<input type="checkbox"/>
I play a musical instrument (State which)	<input type="checkbox"/>	<input type="checkbox"/>
I am willing to help if called upon	<input type="checkbox"/>	<input type="checkbox"/>
I am not a jolly good fellow	<input type="checkbox"/>	<input type="checkbox"/>

(For G.N.R.) CLAMPERATING \_\_\_\_\_

#### FOR P.B.C. TO FILL OUT. PLEASE PRINT.

Full name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip Code \_\_\_\_\_

Occupation \_\_\_\_\_

Age \_\_\_\_\_ Place of birth \_\_\_\_\_

Phone ( ) \_\_\_\_\_

# **SPECIAL ANNOUNCEMENTS**

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## **CRESTLINE 4th of JULY PARADE**

Holcomb Chapter is going to be in the parade on 4th of July in the Crestline Freedom Days Parade along with "THE FLOAT" and all redshirts are invited to participate. We will meet at 7:00 am to have breakfast and form up for the Parade at 9:00 am. Keith "Coach" Griffiths and Rick "The King" Headrick will be our hosts for this exciting event. There will be a special WIDDERS AND ORPHANS SECTION along the route, ECV Watering Holes, and fun for the entire family because everyone is welcome to attend. Maps and other info will be available at the Clampout so mark your calendar now. For more info call the Humbug at 909-783-4153.

---

## **GRAND COUNCIL AT SONORA**

**May 22, 23, 24, 1998**

## **VOLUNTEERS NEEDED**

Holcomb Chapter is going to cook the Steak Dinner as well as host many other functions at Grand Council this year. We need Volunteers to assist as Bartenders, Cooks, and many other jobs as we try to make a Grand impression on the Bretheren who go to this exciting doin's. This event is on Memorial Weekend and everyone who can help may volunteer by calling the Humbug at 909-783-4153. Remember there is camping available at the site for Tents and Motorhomes.

**WE NEED YOU! - CAN YOU HELP?**



# BILLY HOLCOMB ECV

## AGREEMENT AND RELEASE FROM LIABILITY

1. I, \_\_\_\_\_, acknowledge that I have voluntarily requested to accompany the Ancient and Honorable Order of E Clampus Vitus for the purpose of dedicating various plaques and/or monuments to major and lesser events of California history.

2. I AM AWARE THAT THE MEETINGS OF THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS OCCUR IN THE WILDERNESS, AND THAT: DRIVING FROM MY POINT OF DEPARTURE TO SAID MEETING, HEREINAFTER CLAMPSITE; MY PARTICIPATION IN THE VARIOUS ACTIVITIES AT SAID CLAMPSITE; AND DRIVING BACK TO MY POINT OF DEPARTURE ARE POTENTIAL DANGEROUS AND HAZARDOUS ACTIVITIES. I AM VOLUNTARILY PARTICIPATING IN THESE ACTIVITIES WITH THE KNOWLEDGE OF THE DANGER INVOLVED, AND HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF INJURY OR DEATH, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE: \_\_\_\_\_.

3. As Consideration for being permitted by the Ancient and Honorable Order of E Clampus Vitus to participate in these activities, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of the Ancient and Honorable Order of E Clampus Vitus or any of its officers or members for injury or damage resulting from the negligence or other acts, howsoever caused, by any member, agent or officer as a result of my participation in and travel to and from the CLAMPSITE. I hereby release the Ancient and Honorable Order of E Clampus Vitus and any of its officers or members from all actions, claims or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my above-described participation at the CLAMPSITE.

### KNOWING AND VOLUNTARY EXECUTION

4. I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS, ITS OFFICERS AND MEMBERS, AND I SIGN IT OF MY OWN FREE WILL.

----- Executed at \_\_\_\_\_, California, on \_\_\_\_\_, 19\_\_\_\_

\_\_\_\_\_  
Releasor



NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

CHAPTER \_\_\_\_\_

PBC NAME \_\_\_\_\_

- \_\_\_\_\_ \$45.00 I'm coming, here's my gold!
- \_\_\_\_\_ \$55.00 I'm bringing a P.B.C. (include application)
- \_\_\_\_\_ \$55.00 My payment is late (postmarked after April 15)
- \_\_\_\_\_ \$5.00 My jackass can't grow whiskers... keep me on the list.

### I WANT A SPECIAL EVENT T-SHIRT

**NO LATE ORDERS**

- \_\_\_\_\_ \$15.00 ☐ Medium ☐ Large ☐ X-Large
- \_\_\_\_\_ \$16.00 ☐ XX-Large ☐ XXX-Large
- \_\_\_\_\_ Total Payment

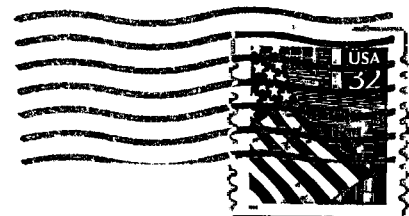
**Make your check to:**

**BILLY HOLCOMB ECV**

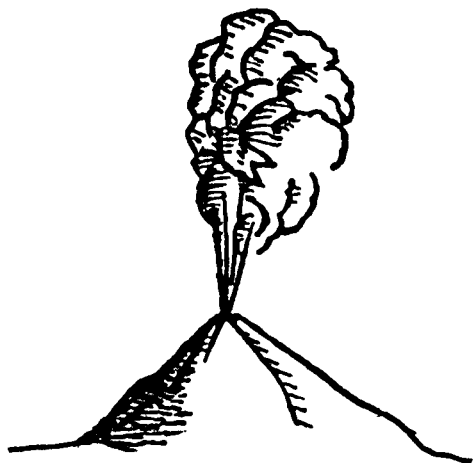
**Mail your payment to:**

**"Uncle Dave" Dutcher GDR  
1524 N. Park Ave. Rialto Ca. 92376**

**M.D. SMITH - HUMBUG  
12845 VIVIENDA AVE  
GRAND TERRACE CA 92313**



**FIRST CLASS MAIL**



**AMBOY CRATER  
SPRING CLAMPOUT 98  
MAY 1, 2, 3, 6003**

Phil Holdaway Archivist  
3559 N. Wall Ave.  
San Bernardino Ca. 92404

Some words of frivolity  
From the writing desk of...



# *The Grim Reaper*

## NEWSLETTER

Guess who's baaaaack?

Yes, I know, it's been a long time since the last Newsletter, but a lot of things have been happening. Like a new computer, printer and - yes you guessed it -- a new scanner. Anyway, it looks as though CY6003 is going to be a great year for us.

I wanted to get this letter out telling you about what has already happened in Grim's eyes. First there was the TRIPLE ERECTION at Bouse, Arizona in January. It was a great day in Clamperdom being a part of ECV 's first (that I know of) TRIPLE ERECTION but a bad day for Pallets!! Yes, as you might of guessed, there had to be a Dark Cloud. Well it just happened to be two Dark Clouds, and a third hiding behind. Shortneck and Mansel "I didn't do it" Hutsel (better known as Guilty and Guiltier) were to partake in a venture that could only be called "Reverend", as in the Reverend Bill Pearson. Neither I nor anyone else knew that the Reverend could be so devious in the verbal attack on Shortneck during the Great Pallet Caper. Bill P. gave an Oscar performance for leading actor in the "I got you" category, and Shortneck made the performance so believable. Anyway, whenever you get a chance at any 1069 function, stop by Shortneck & Mansel's camp to see the awards. And remember: there's no fishing off the bridge!!

Next we go to Ballarat, CA where the Great Head Abbot Gary "I think I know the way" Bancroft led us on an expedition up and over the Alps of the Panamint whatever. That was

the longest 22 miles I've ever seen! But we saw some great history and had some very good enlightenment from our own Guru of History, the one and only Mike "Molar Mechanic" Johnson. We went from desert floor to snow and back again. Great trip!

Now we move to our CY6003 Hemorroid trip that was in the Valley of Lucerne (or Lucerne Valley to Clampers). We had one of our largest turnouts so far. I overheard some of the Greybeards saying that they can remember when clampouts weren't this big. The guest speakers at the mines where we stopped were great. I heard Mike J. mumbling to himself, "So this is what it's like just coming out and listening, and not have to get up and talk".

There were eleven -- yes eleven -- signups for the cooking contest. There were some great entrees and the judging was very close. It's hard to eat that much food, even when it's over a two-hour period! It was also Mike J.'s birthday on Friday out there and there was a great presentation at our camp that night. It seems that Mike will no longer be in search of a bottle of Cuervo Gold any longer. He now has a bottle that is securely locked away, ha ha. Ask him about it!!

Well, we have a lot of events coming up, such as our May party and Grand Council, so I'll be back after them and give a Grim Reaper Update as to how they went.

Later,

*G.R.*

**THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS**

THIS PROCLAMATION AND NOTICES CONTAINED HEREIN ARE BY ORDER OF:  
LOREN A. WILSON - SUBLIME NOBLE GRAND HUMBUG  
RICK HILGERS - WHOSE OFFICE SHALL REMAIN NAMELESS  
H. "POPE" BARTON - SUBLIME GRAND NOBLE RECORDER

**S O N O R A**

**SCHEDULE OF EVENTS**

**FRIDAY, MAY 22, 1998**

Chapter hospitality rooms will be open after dinner at Gold Lodge.



**SATURDAY, MAY 23, 1998**

- 8:30 am Proctors will meet in Closed Session in the Banquet Room of the Sonora Hotel.
- 9:00 am The "Three thru Five X" Past Proctors breakfast will be served in the Sierra Building, Mother Lode Fairgrounds.
- 9:00 am Chapter Hawkers will display their wares at the Mother Lode Fairgrounds.
- 10:00 am T.R.A.S.H. Trek registration for the July 17, 18, 19, 6003 trek will be taken by the T.R.A.S.H. collector at the motel room Friday and Saturday.
- 1:15 pm Sublime Noble Grand Humbug Loren Wilson calls for all Clampatriarchs and Noble Grand Humbugs to assemble for the Grand Clamp-Parade at the Gold Lodge parking lot, across from the Fairgrounds.
- 2:00 pm The Grand Council of E Clampus Vitus will be convened. Delegates, Noble Grand Humbugs, and EX-Noble Grand Humbugs will be registered and seated in the Sierra Building with a subsequent roll call of Chapters and their reports of Bereavments. There will be a report of the Proctors Meeting and other official business will be conducted. After the Installation of Officers of Sublime Indignity the Delegates will be turned loose.
- 3:30 pm The T.R.A.S.H. Board will meet in the Sierra Building immediately following the Grand Council Meeting.
- 5:00 pm The Grand Clampbanquet will be cooked and served by Billy Holcomb Chapter 1069 featuring Steak, Mushrooms, Clamp-Beans, Salad, Bread, Wine and Desert for only \$18.50 per person. Reservations must be post-marked by May 4, 1998. Some meal tickets may be available at the Fairgrounds, but reservations are preferred.
- 6:45 pm Immediately following the dinner, a Grand Clamp-Ball will commence at the Fairgrounds with Music, Dancing and Entertainment by "Grand Illusion"; sponsored by Matuca Chapter 1849.

**SUNDAY, MAY 24, 1998**

- 7 to 10 am The Murphys Old Timers Museum Breakfast will be served at the Sierra Building at the Fairgrounds and a \$5.00 donation per person will be asked, with all proceeds going to support the Museum. The Eastgate Businessmens Breakfast Club will have a separate seating at 8:00, dress of the day required.
- 10:00 am Clampers and Widders are invited for a Historical Clamptrek to Inspiration Point, The Wall of Comparative Ovations, and The Murphys Old Timers Museum. Form your vehicles before 10am at the Fairgrounds.

**IMPORTANT NOTICES**

All persons or Chapter representatives who wish to plea, plead, beg, bribe, or appear before the Proctors for any other reason must notify (in writing) the Sublime Grand Noble Recorder, H. "Pope" Barton no later than April 24, 1998. Those found to have a worthy reason to appear before the Proctors at their meeting on May 23, 1998 will be notified by May 8, 1998.

Chapter Dues Must Be Paid and a list of current officers must be submitted to the Sublime Grand Noble Recorder before a Chapter will be heard, seated, or otherwise be afforded the rights and privileges of our Ancient and Honorable Order.

**GRAND CLAMP-BANQUET REGISRTATION**

**STEAK MUSHROOMS CLAMP-BEANS  
SALAD BREAD WINE DESERT**

Please set aside \_\_\_\_\_ tickets for the Grand Clampbanquet in the name of \_\_\_\_\_

I have enclosed \$18.50 for each ticket for a total of \_\_\_\_\_

Please postmark your payment by May 4, 1998.

Make your check out to: BILLY HOLCOMB ECV  
Mail it to: Michael "Dr. Coleman" Smith - Humbug  
12845 Vivienda Ave, Grand Terrace, Ca. 92343-6041

**CHANGE OF ADDRESS**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

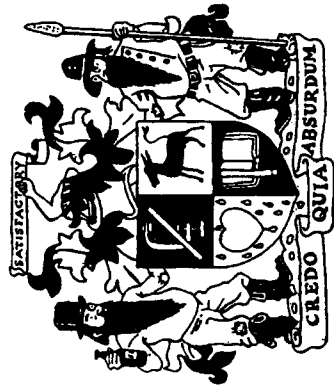
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

PLEASE SEND THIS FORM TO:  
H. "POPE" BARTON - SGNR  
1525 W. ELM St.  
EL CENTRO CA. 92243

**H. "POPE" BARTON**  
SUBLIME GRAND NOBLE RECORDER  
**E CLAMPUS VITUS**  
1525 W. ELM ST.  
EL CENTRO, CA. 92243

ADDRESS SERVICE REQUESTED



FIRST CLASS MAIL

## NO - NO'S

**NO SMOKING OR DRINKING IN CONFERENCE ROOMS**

**HAWKING IN DESIGNATED AREA ONLY**

**NO GUNS, LONG KNIVES, CHAINS,  
WHIPS, FIREWORKS, EXPLOSIVES, DOGS,  
PETS, OR OTHER DESTRUCTIVE DEVICES**

**NO LOUD, BOISTEROUS BEHAVIOR.  
WE ARE GUESTS OF THE RESIDENTS OF SONORA**

**NO LITTERING OR LEAVING OF TRASH OR CANS  
TAKE HOME WHAT YOU BRING OR FIND A DUMPSTER**

Camping will be available on a first come - first served basis at the fairgrounds. A fee of \$15.00 per tent per night and \$20.00 per RV per night will be collected by "Yukon" Dave Phillips at the site.



# THE ANCIENT AND HONORABLE ORDER OF **E CLAMPUS VITUS** THE GRAND LODGE

announces the triumphant return to the  
**GOLD COUNTRY**  
and will convene at the  
**HALL OF COMPARATIVE OVATIONS**  
at

# SONORA

**MAY 22, 23, 24, 1998**

BEING BEFORE AND AFTER THE FULL MOON

THIS  
**CLAMPROCLAMATION**

AND NOTICES CONTAINED HEREIN  
ARE BY THE ORDER OF

**LOREN A. WILSON**  
SUBLIME NOBLE GRAND HUMBUG

**RICK HILGERS**  
WHOSE OFFICE SHALL REMAIN NAMELESS

**H. "POPE" BARTON**  
SUBLIME GRAND NOBLE RECORDER

THE ANCIENT AND HONORABLE ORDER OF E CLAMPUS VITUS  
**BILLY HOLCOMB CHAPTER 1069**

ANNOUNCES ANOTHER

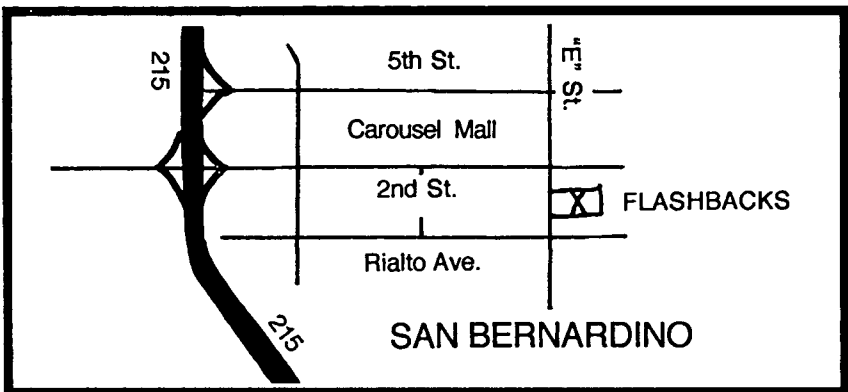
**NEW MEETING PLACE**  
**BEGINING JUNE 3, 1998**

we will be moving to

**FLASHBACKS**

**123 N. "E" St. San Bernardino**  
**909-884-3088**

Beginning June 3, 1998 Billy Holcomb Chapter 1069 will hold it's monthly meetings at FLASHBACKS, a Clamper owned and operated watering hole located on "E" st. between Rialto and 2nd. St. in downtown San Bernardino. ALL Redshirt Members are welcome to attend and help conduct the Chapter business. Meetings are held on the first Wednesday of every month except May and October. Meetings begin promptly at 7:00 pm.



THE ANCIENT AND HONORABLE ORDER OF  
E CLAMPUS VITUS

**BILLY HOLCOMB  
CHAPTER 1069**

**CLAMP YEAR 6003**

**CHAPTER OFFICERS**

**1998 - 6003**

**CLAMPTRIARCH**

Sid Blumner  
(909) 985-8347

**NOBLE GRAND HUMBUG**

Mike Smith  
(909) 783-4153

**VICE HUMBUG**

Jim-Bob Thompson  
(909) 274-9023

**GOLD DUST RECEIVER**

Dave Dutcher  
(909) 875-0651

**RECORDER**

Howard Robinson  
(818) 700-0717

**CLAMPCHIEF**

Gary Jablecki  
(619) 547-0295

**STOREKEEPER**

Gary Bancroft  
(909) 338-1926

**HANGMAN**

Mansel Hutsel  
(760) 228-0475

**KEEPER OF THE PBCs**

Bob Green  
(760) 365-5098

**CLAMP AUCTIONEER**

Jim Jackson  
(909) 862-1277

**SCHEDULE OF EVENTS**

FEBRUARY 4 - GENERAL MEETING

MARCH 4 - GENERAL MEETING

MARCH 20, 21, 22, - H.E.M.O.R.R.H.O.I.D. TRIP

APRIL 1 - GENERAL MEETING

MAY 1, 2, 3, - SPRING CLAMPOUT - AMBOY CRATER

MAY 22, 23, 24, - GRAND COUNCIL OF ECV - SONORA

JUNE 3 - GENERAL MEETING

JULY 1 - GENERAL MEETING

**4th of JULY PARADE**

Saturday, July 4, 1998, in Crestline Ca.

AUGUST 5 - GENERAL MEETING

AUGUST 7, 8, 9, - 4x4 VITUSCAN MISSIONARIES TRIP

SEPTEMBER 2 - GENERAL MEETING

OCTOBER 9, 10, 11, - THREE CHAPTER CLAMPOUT

NOVEMBER 4 - GENERAL MEETING

NOV 6, 7, 8, 9, - VETERANS PLAQUE - PATTON MUSEUM

DECEMBER 2 - GENERAL MEETING

JANUARY 6 - GENERAL MEETING

JANUARY 22, 23, 24, - 4x4 VITUSCAN MISSIONARIES TRIP

FEBRUARY 3 - GENERAL MEETING



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